

## SWEDEN'S CONSUL IN MEXICO SECRET GERMAN AGENT TOO

Lansing Exposes Commendation For 'Undisguised Sympathy'

## ALREADY DISMISSED

Stockholm's Foreign Office Secretary Has Been Cashiered

## ARGENTINE ACTION

Recall Naval Attache From Berlin; Uruguay Urged To Break Relations

(Reuter's Agency War Service) Washington, September 14.—The State Department publishes correspondence which has passed between von Eckhardt, the German Minister at Mexico City and Dr. von Bethmann-Hollweg, the German Chancellor, in which the former recommends the secret bestowal of a decoration on the Swedish Charge d'Affaires (and Consul-General) F. Cronholm, for transmitting messages on behalf of the German Legation. F. Cronholm was formerly at Peking and Tokio.

Lansing's Latest Exposure The following is an extract from von Eckhardt's letter to the German Chancellor, dated March 8, 1916: "Since Cronholm arrived here he has not disguised his sympathy for Germany. He is the only diplomat through whom information from the opposite camp is obtainable."

Von Eckhardt emphasises that the bestowal of a decoration openly would make the enemy suspicious, hence it must be postponed till after the war.

In an interview, the Swedish Charge d'Affaires here stated that F. Cronholm was dismissed in January. He refused to discuss the cause.

Dismiss Foreign Secretary Stockholm, September 14.—O. A. H. Ewerlof, Secretary-General of the Foreign Office, has been removed, presumably in connection with the Luxburg affair.

The elections are resulting in the defeat of the Conservatives. Up to the present, the Socialists have gained three and the Liberals five seats, while the Conservatives have lost thirteen.

## Luxburg Scared of Mob

Buenos Aires, September 13.—The German Minister, Count von Luxburg, when returning from the interior, fearing the hostility of the Capital, left the train at a station 15 miles distant from Buenos Aires and sought the protection of the Argentine authorities. It is reported that he has been given 24 hours to leave the country and will go to Chile.

This Chief of Police and the Secretary of the German Legation, in automobiles, awaited Count von Luxburg at the station previously mentioned. As Count von Luxburg was afraid to leave the train, the Secretary and then the Chief of Police climbed on board and assisted the trembling Minister to an automobile, amid the howling of the crowd and drove him to his residence in Buenos Aires. It is now stated that he is going to Paraguay.

Recall Argentine Attache Amsterdam, September 14.—The German newspaper Vossische Zeitung states that the Argentine Naval Attache, Captain Arturo Celery, has been recalled by telegram.

The Frankfurter Zeitung describes Count von Luxburg's actions as foolishness. "Count von Luxburg cannot expect to be trusted again as a diplomatist. His negligence and lack of intelligence have resulted in serious trouble."

The paper complains that the text of the telegrams disclosed by Secretary of State Lansing, although it must be available, has not been published in Germany.

## Uruguay Losing Patience

Monte Video, September 13.—The Presidential organ urges a rupture between Uruguay and Germany, in sympathy with the Argentine, saying that Count von Luxburg's conduct affects all America.

## Swedish Foreign Minister Makes First Statement On Argentine Episode

Germany Will Be Asked to Explain Abuses of Privilege Of Forwarding Messages

The Swedish Consulate-General in Shanghai yesterday gave out the following statement by the Swedish Minister of Foreign Affairs concerning the transmission of messages between Buenos Aires and Berlin. The statement is dated September 11:

The Ministry for Foreign Affairs has received no communication concerning the transmission of telegrams mentioned in the declaration of the Secretary of State of the United States; the Royal Ministry cannot consequently take up any position regarding the questions which may arise therefrom.

However, it is true that at the beginning of the world war the Ministry for Foreign Affairs then in power considered it within its duty to allow a German telegram concerning the civil population at Kiaochoo to be retelegraphed, and similar facilities were allowed the representatives of the two belligerent parties, without consideration of the fact whether Sweden was charged with the interests of a country at war. Which brings doubtless in its train a considerable exchange of telegrams and letters.

As regards the United States of America, the Minister for the United States at Stockholm has frequently requested during the course of this war that letters and telegrams be transmitted to Turkey, and permission therefor was granted him.

This request was even made at a time when Turkey was not in a state of war with the United States and when the Swedish Legation had not yet been charged with the safeguarding of the interests of the United States there. These telegrams were sent via Germany. The Secretary of

State of the United States has in a letter from the American Ministry at Stockholm dated April 14 expressed his gratitude for the International courtesy shown him.

Already in the course of the year 1915 a desire was expressed on the part of Britain that the transmission of telegrams between Germany and North America should cease. No formal objection was lodged but the Ministry for Foreign Affairs then in power considered it its duty to fall in with the request expressed. However, the Minister for Foreign Affairs, who had conferred verbally with the British Minister and who was fully in touch with these negotiations, did not consider that there was any hindrance to forwarding telegrams to other neutral countries, as for example the Argentine. In consequence the forwarding of telegrams with this country took place.

According to the American communication the telegrams in question were written in a secret code and were therefore undecipherable for the forwarding party. We are not in a position to decide if these telegrams were of the tenor attributed to them. The first step is then to obtain explanations from Germany. If it is proved that abuses have taken place the necessary measures will be taken to preclude a recurrence thereof and that, too, independently of future eventualities. No step had been taken either by the United States or by Britain concerning putting an end to the forwarding of telegrams between Sweden and the Argentine either formerly or now. The matter had nevertheless been brought before the public by the press. A wish expressed by anyone in authority either officially or semi-officially would at once have received a favorable reception.

## Austrian Minister Is To Sail Next Tuesday

Herr Knipping, German Consul Here And Other Teutonic Officials To Accompany Him

Mr. F. M. Sah, Commissioner of Foreign Affairs, has received word from Peking that A. von Roethorn, the Austrian Minister, will arrive here Monday night and sail for America the next day, Herr Knipping, German Consul in Shanghai, and several other German and Austrian consular and diplomatic officials, will sail on the same ship.

## Pass \$2,000,000,000 In Two Years for U.S. Naval Construction

(Reuter's Agency War Service) Annapolis, September 14.—The Hon. Joseph Daniels, Secretary of the Navy, addressing naval cadets, today, said that, including the estimates under consideration, \$2,000,000,000 has been appropriated for naval construction during the past year, while the increase in personnel recently has far surpassed the increase of material, although the number of ships in commission in the past six months has tripled.

## Anzacs' Home Leave Not Finally Settled

Plans To Send Men Back To Stimulate Recruiting Not Acted On Yet

(Reuter's Agency War Service) Melbourne, September 14.—In the Senate, yesterday, the Hon. G. F. Pearce, Minister of Defence, announced that the statement that 5,000 men from Australia and New Zealand were returning home for a holiday was unauthorized. In response to an inquiry made by Mr. Pearce, the Director-General of Recruiting stated that he only said that it was hoped that arrangements would be made to send the men back.

## Consider Reduction Of Pacific Freights

Ishii And Hulley Of American Shipping Board Discuss General Lowering

(Reuter's Agency War Service) Washington, September 13.—The possibilities of a general reduction of freights on the Pacific has been discussed at the conference between Baron Ishii and Mr. Hulley, the chairman of the Shipping Board.

## Shanghai Conference Upon Tariff Revision

Commissioners Are To Be Appointed By Allies; Japanese Agent Is Named

(Reuter's Agency War Service) Peking, September 15.—On receipt of the reply from the Government, the commissioners for the revision of the Customs tariff will be appointed by the Allies. The conference will assemble in Shanghai.

Tokio, September 15.—The Opposition Party, Kenseikai, has passed a resolution with regard to the revision of China's tariff that it does not object in principle, but the matter must be separated from the question of China's participation in the war and also measures must be taken for the protection of Japan's trade interests. Dr. Ushisaburo Kobayashi, the well-known authority on finance and economics, will be appointed Government financial agent and stationed in Peking.

## Four Mills In U. S. Are Forced To Close

Minneapolis Plants Shut Owing To Scarcity Of Crops In Midst Of Harvest

(Reuter's Agency War Service) New York, September 13.—The flour-mills at Minneapolis are closing, owing to the scarcity of wheat, an unprecedented occurrence in the middle of harvesting the crop.

## Women Soldiers Of A Russian 'Battalion Of Death'



Russia's fighting women have enlisted in the ranks from all classes. Each carries a dose of cyanide of potassium to be swallowed in the

event of being taken prisoner. These regiments of women are all pledged to fight to the death and are known as "Battalions of Death." Several

already have been in action and have proved themselves able and gallant soldiers. They constantly taunt and shame Russian male deserters.

## YOKOHAMA SPECIE BANK RUN NOT CHECKED YET

\$100,000 In Cash Paid Out; Absurd Report Corporation Is To Close Down

(Reuter's Agency War Service) Peking, September 15.—There was a run on the Yokohama Specie Bank, yesterday, due to an absurd report that the bank was about to close down. \$100,000 in cash was paid out. The run continues today.

## BRITISH AIR RAIDS

(Reuter's Agency War Service) London, September 14.—The Admiralty reports: Our naval aircraft, on Wednesday night, bombed the aerodromes at Ghislerville and Thourout. They all returned.

## MORE 'FRIGHTFULNESS' IS FOUND BY NORWAY

Bombs, Disease Bacilli And Incendiary Apparatus, Disguised, Put On Ships

(Reuter's Agency War Service) Copenhagen, September 13.—The Norwegian authorities have ascertained that German agents are attempting to place on Allied and neutral ships explosives, disease bacilli and incendiary apparatus, in the guise of tinned meats and vegetables.

## King Addresses Repatriated Men

Welcomes Them Back To 'Old Country' For Whose Honor They Fought

(Reuter's Agency War Service) London, September 14.—The Press Bureau announces that the King has sent a message to repatriated soldiers, welcoming them back to the Old Country, for whose honor and safety their duty has been nobly done and hoping that the happiness of their home-life among their friends may heal their wounds and obscure the memories of their sufferings.

## War Loan Bill Passed At Melbourne Session

(Reuter's Agency War Service) Melbourne, September 14.—The War Loan Bill mentioned on the 11th has passed both Houses of Parliament.

## The Weather

Still very cloudy, damp and unsettled weather, with local thunderstorms. The maximum temperature recorded yesterday was 86.0 and the minimum 63.9, the figures for the corresponding day last year being respectively 81.0 and 63.3.

## Herr Cordes Freed On Security Put Up By Dr. Gilbert Reid

Manager Of German Bank In Peking Released On Bail; Hunting Eggeling

(Reuter's Agency War Service) Peking, September 15.—Herr Cordes, formerly manager of the Peking branch of the Deutsche-Asiatische Bank, has been released on bail, through Dr. Gilbert Reid. There are no traces of Eggeling.

## San Gabriele Battle Swaying In Balance

Has Raged For Fortnight; Italians Clinging Tenaciously To Hard-Won Ground

(Reuter's Agency War Service) London, September 14.—Correspondents on the Italian front say that the battle of Monte San Gabriele has been swaying in the balance for a fortnight and reached the extremity of fury during the past few days. The Austrians making desperate efforts to shake the hold of the Italians, who have maintained their positions and inflicted enormous losses on the enemy. Trenches have been frequently taken and retaken, but the greatest slaughter has occurred on the bare, stony head of the mountain, where the combatants can only obtain water carried up on the backs of men.

After the fall of Monte Santo, the Italians attacked the slopes of Monte San Gabriele. Against the Austrians lodged in the fortified caverns, their record for the fortnight is two caverns captured on August 25 and the northern ledge captured on the 28th. Then followed several days of machine-gun fighting among the rocks, with the Italians steadily advancing.

Finally, on September 4, the Italians made a great attack at dawn, throwing jets of flame forty yards long, to which the Austrians replied with bombs. Gradually, the line of explosions retired before the line of flame, till the Italians gained a footing on the summit and drove back the Austrians on the north-eastern slopes.

Here, the battle is now wavering in fierce attacks and counter-attacks. The Austrian resistance is concentrated on Monte Santa Caterina and Monte San Daniele.

"Confound the saints!" is the cry the Italian soldiers addressed to the three mountains which impede their progress, the most northerly of which is Monte San Gabriele, whose slopes are covered with corpses and echoing to the groans of the wounded.

## ONE MILLION PENSIONERS TO BE PAID BY BRITAIN

And Number Increasing By Hundreds Every Week, Head Of Department Says

(Reuter's Agency War Service) London, September 14.—Mr. John Hodge, Minister of Pensions, speaking in London, yesterday, said that there are nearly a million pensioners on the books of the Ministry of Pensions and the numbers are increasing by hundreds every week. He said that he was asking the Treasury for money to establish a national experimental laboratory, to secure the best artificial limbs.

## GERMANS RENEW FIGHT FOR CHAMPAGNE HEIGHT

Attack Made On Casemates Plateau But French Repulse It With Losses

(Reuter's Agency War Service) Paris, September 14.—The official communique issued this afternoon reported: After a violent bombardment, the Germans, at dawn, attacked Casemates Plateau. The enemy were driven back to their own lines, with heavy losses, after a hand-to-hand fight.

London, September 14.—Reuter's correspondent at British headquarters wires: Yesterday's attack north-west of Langemarck was a considerable affair. The unusually heavy artillery bombardment warned our troops, so that, when the Germans came on, they met such an outburst of rifle and machine-gun fire that they wavered, but, so dense were their waves of assault, that the attack reached close quarters, with the result that fierce hand-to-hand fighting took place. Our main line stood firm and the enemy suffered high losses.

The enemy, who are jumpy, evidently wanted to test the efficiency of our defence along the rising ground between St. Jean and Langemarck. The manner in which they are constantly moving their artillery suggests uncertainty and also the efficiency of our counter-battery work, carried out with the aid of our aircraft, which renders it difficult for the enemy's gunners to conceal their position.

The ground in the battle-zone continues bad, despite drying weather. The non-porous clay shell-holes hold water indefinitely and incessant shell-bursts in these little lagoons throw up great fountains, which keep the mud liquid.

(By wireless).—A German official communique reports: "We drove the enemy out of a section of the woods northward of Langemarck, taking numerous British prisoners. We penetrated the French lines westward of Guignicourt, taking prisoners."

## KORNILOFF ARMY LEADER GIVES IN; COMMITS SUICIDE

His Principal And Lukomsky Agree To Face Revolutionary Tribunal

## ARREST KALEDINE

Revolt Hasn't Support; Will Be Quickly Crushed, Says Nekrasov

## COSSACKS WARNED

Unauthorised Appearance In Moscow Will Be Taken As Rebellion

(Reuter's Agency War Service)

Petrograd, September 14.—The organ of the 'Soldiers' and Workmen's Delegates states that General Korniloff and his Chief of Staff, General Lukomsky, have agreed to be tried by a revolutionary tribunal.

General Korniloff, the commander of the troops supporting General Korniloff, has arrived here, after ordering his troops to lay down their arms and submit to the Government. General Korniloff was received by M. Kerensky, immediately returned home and committed suicide with a revolver.

Arrest General Kaledine General Kaledine and his Cossacks have been arrested by the Soldiers and Workmen's Delegates at Rostoff-on-Don. M. Nekrasov says that the movement will be quickly crushed, for General Kaledine has no following.

General Ruskay has been appointed to command on the northern front and General Dragomiroff to command on the south-western front.

Admiral Verederovsky, a former Commander-in-Chief of the Baltic Fleet, has been appointed the Minister of Marine.

## Situation Isn't Clear

London, September 14.—The situation in Russia is far from clear. Kerensky continues to dismiss and appoint generals and to deal with Cabinet crises. The cause of the latter, it is said, is chiefly the serious position regarding food. Several Ministers resigned, some of whom were subsequently prevailed upon to remain in office.

Meanwhile, nothing is known of General Korniloff's whereabouts, while General Alexieff has been with General Korniloff for two days. "Arranging terms of surrender."

There is no definite news of what is going on outside the Petrograd district, but the following telegram, sent by General Verkhovsky, the Commandant of Moscow, to General Kaledine, the Hetman of the Don Cossacks, shows that things are not running smoothly so far as the Cossacks are concerned: "Cossack elements are proceeding to the Don region at the moment the enemy is pushing towards Petrograd. I do not know how to interpret this. If it means that the Cossacks are declaring war on Russia, I warn you that the unauthorised appearance of Cossack troops in the Moscow district will be regarded as a sign of revolt."

## 'FRISCO SHIPPING BIG SILVER CARGOES HERE

Market Condition Is Unchanged In London, Causing Further Rise In Quotations

(Reuter's Agency War Service)

London, September 13.—Samuel Montagu's weekly silver report states that there has been no change in the condition of the market, which has again caused an advance in quotations. Substantial shipments of silver are being made from San Francisco to China.

The gold holding of the Indian Treasury has increased by seventy-eight lakhs, but its silver holding has decreased by twenty-one lakhs, owing to the withdrawal of Rupees to finance the crops.

## Early October Is Berlin's Third Definite Date When Gt. Britain Must Surrender

More Than Holding Own, London Answers; Time Is On Allies' Side; Thrilling Stories Of Fights

(Reuter's Agency War Service)  
London, September 14.—A high British naval authority, in a statement made to a representative of Reuter's Agency, spoke very optimistically with regard to submarine warfare, saying: "We are more than holding our own. Time is on our side and our ultimate success is assured. There is no evidence, despite the loud talk in Germany, of new U-boat tactics."

"Good results were obtained last quarter in the destruction of submarines. The German High Command has fixed early in October as the latest and third definite date of compelling the surrender of Great Britain."

**Tales Of The Offensive**  
The following incidents, taken from the Admiralty records, are illuminating as showing the growing success of the offensive measures against submarines.

The first story tells how one of our naval auxiliary forces was struck by a torpedo, near the engine-room, with the result that several compartments were flooded. Then the periscope and conning tower of a submarine appeared.

We fired, hitting both periscopes. Many other hits were observed. Several men came out of the hatch abaft the conning tower, while the submarine wallowed along with its stern almost submerged and oil squirting out of the sides.

The crew waved that they surrendered and we ceased fire, whereupon the submarine started off at a fair speed. We fired again and the enemy fell on her side and slowly disappeared, end up. Two survivors were picked up. We reached harbor.

The second story relates how one of our small craft sighted a submarine at a distance of 10,000 yards. The enemy came near and suddenly submerged. Shortly afterwards, a periscope appeared close to our starboard bow for a few seconds and then disappeared again.

We ported our helm, circling around and dropped two explosive charges, causing two explosions, the latter shaking us from stem to stern. The water blackened over a large area and a considerable quantity of thick oil and floats came to the surface.

**Diver Fights Diver**  
The third story says that one of our submarines saw an enemy submarine, two miles to starboard. We dived, the enemy altered his course and we lost him, but, his apparent objective being conjectured, we steered on the chance of cutting him off. Then we picked him up on our port bow, steering as we surmised.

We fired a torpedo and, a few seconds later, the enemy was seen with his stern out of the water, surrounded with smoke and with his conning-tower half submerged. A minute afterwards, he disappeared under the water.

In the fourth incident, a seaplane reported that, seeing a submarine maneuvering to fire a torpedo at a merchantman, it descended over the spot. The submarine submerged, but the seaplane dropped three bombs and, five minutes later, a large upheaval like a huge bubble, rising above sea level, was noticed where the bombs had been dropped. No further sign was seen of the submarine.

The fifth story relates how a patrol vessel noticed considerable foam

travelling parallel to her. She crossed the foam wake and dropped a bomb on the most likely spot and then another. Two more patrol craft arrived and also dropped bombs. A thick brown oil rose to the surface twelve hours afterwards.

**Significant Explosion**  
The sixth story tells how one of our naval forces, hearing gun-fire, steered to the position, sighted a submarine and fired and hit her. A large explosion was the result and nothing more was seen of the enemy.

In the seventh story, it is told that two submarines attacked a defensively-armed vessel. One of them fired a torpedo at close range, but missed the ship, which then sank the submarine. The other attacked, but was damaged and driven off.

According to the eighth story, another defensively-armed vessel encountered a submarine. The ship fired, hitting the submarine twice causing her to disappear vertically. The sea appeared to boil for a considerable time after.

**Policy Of 'No Traces'**  
It is evident that the U-boat murderers are striving to carry out in general practice the policy advocated by Count von Luxburg, to "sink without a trace." An authoritative statement gives the following as the latest instances of cold-blooded murders on the high seas.

The Belfast schooner Jane Williamson (197 tons) was attacked by a submarine on the 10th, off the coast of Cornwall and shelled till she sank. The crew of six took to their boat, whereupon the submarine shelled the shipwrecked crew, three of whom were killed. The Master, mate and a seaman were picked up the following morning, seriously wounded.

The schooner William was attacked on the 11th and sunk by gunfire. The submarine fired shrapnel at the crew in their open boat and one of them was wounded.

### MAROONED YEARS ON ISLE

**Naval Commander Reports On Rescue Of Mexican Women**

Washington, August 12.—The Navy Department made public tonight the report of the American warship commander who rescued from Clipperton Island, in the Pacific, some time ago, three women and eight children who were the last remnants of a party of Mexicans who went to the island with Captain Ramon De Arnaud of the Mexican army to develop its guano deposits.

For military reasons the names of the American vessel and its commander were not made public. The Commander's report shows that the women and children who were rescued and barely escaped starvation, while Captain De Arnaud lost his life at sea in the small boat in which he started out for help, and that other members of the party died of starvation and scurvy.

It was not until after the number of women and children left alive on the island had been reduced to the limits of the small supply of coconuts that the ravages of scurvy ceased. For more than two years these survivors were forced to subsist on the flesh and eggs of gannets and gulls, and occasionally fish.

The officers and crew of the warship raised a fund of \$200 for the relief of the refugees, who have been landed at a Mexican port.

## M. Painleve Successfully Forms A French Cabinet Modeled On British Lines

Strong Combination Of Radicals And Moderates, With Ribot At Foreign Office; No Political Rivalries

(Reuter's Agency War Service)  
Paris, September 13.—M. Painleve has formed an inner War Cabinet, on the British method, consisting of himself and the Ministers of Foreign Affairs, Marine and Munitions and four Secretaries of State without portfolio. The Ministry is a strong combination of Radicals and Moderates.

The new Ministry is composed of the following:—President of the Council and Minister of War, M. Painleve; Minister of Foreign Affairs, M. Ribot; Justice, M. Raoul Peret; Interior, M. Steeg; Marine, M. Chaumet; Munitions, M. Loucheur; Finance, M. Klotz; Colonies, M. Rene Besnard; Transportation, M. Clavelle; Public Instruction, M. Daniel Vincent; Labor, M. Renard; Commerce, M. Clementel; Agriculture, M. Fernand David; Food Supply, M. Maurice Long; Foreign Missions, M. Franklin Bouillon; also four Ministers, who are Secretaries of State without portfolio, Messrs. Barthou, Bourgeois, Doumer and Jean Dypuy and eleven Under Secretaries of State—for Sanitary Service, M. Justin Godart; Military and Naval Aviation, M. Dumesnil; General Administration, M. Mourier; Litigious Affairs, Military Justice and Pensions, M. Pierre Masse; Inventions, M. Breton; Interior, M. Victor Petral; Finance, M. Paul Bourrelly; Commerce, M. Paul Morel; Merchant Marine and Maritime Transportation, M. de Monzie; Blockade, M. Metin; Fine Arts, M. Ballmiller.

M. Painleve, the new Premier, was formerly a Professor of Mathematics and has a great reputation for character and intellect.

All the collaborators chosen by the new President of the Council are men of experience, of whom can be expected active and co-ordinated work and who, to quote the words of M. Painleve, will be able to give

a vigorous impulse to the war. The new President of the Council has responded to the desires of the country in creating an actual War Committee, which includes the three Ministers of National Defence, the Minister of Foreign Affairs, the heads of the General Staffs of War and Marine and the four Ministers without portfolio, who, freed from all other responsibilities, will be able to devote themselves to the examination of questions of a military and diplomatic order.

M. Painleve also gives satisfaction to the desire so often expressed by those concerned with the problems to be met after the war by creating an economic committee, which will be composed of the Ministers of Commerce, Agriculture, the Colonies, Transportation, Munitions and Food Supplies.

Le Temps says that public opinion welcomes M. Painleve's success in forming a Cabinet and the inclusion of M. Ribot, which typifies the staunchness of the country, irrespective of disagreements due to political rivalries. "M. Painleve is entitled to the most liberal support."

### Wedding

**Graham-Timberlake**

Mr. K. E. Graham, assistant manager of the Hankow branch of the Standard Oil Company, and Miss Lucille Timberlake, of Minneapolis, Minn., were married at noon yesterday before American Consul-General Sammons at the American Consulate. Mr. C. H. Blake, general manager of the Standard Oil Company, and Mrs. Blake were present as sponsors.

Miss Timberlake arrived Friday from the United States on the Empress of Asia. Mr. Graham and Miss Timberlake were school day sweethearts and their marriage is the outcome of an old romance.

## Australia Will Send Trade Envoys Abroad

(Reuter's Agency War Service)  
Melbourne, September 13.—With the object of developing the Australian export trade, the Commonwealth has decided to appoint trade representatives in the United States and other countries.

## Australian Federal Legislature Closing

(Reuter's Agency War Service)  
Melbourne, September 14.—The Federal session will probably close at the end of next week and will meet again in November.

## Hewins Appointed To Colonial Office

(Reuter's Agency War Service)  
London, September 14.—The Morning Post states that Mr. W. A. S. Hewins, Unionist M. P. for Hereford, has accepted the post of Under Secretary for the Colonies.

### TSIANHSIEN RIOT

Reuter's Pacific Service to The China Press  
Peking, September 15.—The Peking Gazette reports that a fracas has occurred at Tsianghsien, in which some Japanese troops killed two Chinese, burned four houses and commandeered some boats. According to the Japanese papers, the Chinese authorities have admitted that the Chinese were in the wrong and General Chang will apologise to the Japanese Consul and pay compensation to the family of a Japanese gendarme who was murdered.

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### At The Theaters

Paramount pictures, the new screen productions which have aroused such favorable comment among Shanghai picture lovers, will continue as the drawing cards at the Olympic and Victoria theaters tonight. At the former play house is being shown the five-act play "The Call of the Cumberlands," taken from Charles Neville Buck's novel and featuring Dustin Farnum. At the Victoria Victor Moore, one of America's favorite stage favorites, stars in a five-act mixture of laughter and tears, called "The Clown." On Tuesday the Victoria will begin showing Billie Burke's great film success, "Gloria's Romance," three new episodes of which will be offered every consecutive Tuesday thereafter.

"The Crimson Stain Mystery," featuring Ethel Grandin and Maurice Costello, the latter one of the most consistently popular stars of the celluloid drama, is the headliner at the Isis Theater this afternoon and tonight. There is also a Charlie

Chaplin comedy entitled "Charlie is Love Sick."

Mlle. Napierkowska is the star at the Apollo Theater tonight, handling the principal role in "The Reflections of the Past," the two-part Italian Pathe production. Two comedies fill out the bill. This afternoon's program will consist of the 13th and 14th episodes of "Liberty." Tomorrow there will be two new episodes of this popular serial, a couple of comedies, the News Gazette and a travel film showing the captured towns of Belgium.

A selected program of sure-fire comedies is announced for this evening at the Open-Air Cinema in the former German Gardens at 474 Avenue Joffre. The show begins at 9.15.

The four-part Pathe play, "Via Wireless," is the principal item on the program at the Tova Cinema for afternoon and evening. Two comedies are shown with it. Tomorrow brings two new episodes of "Liberty," the 11th and 12th. St. George's Gardens Open-Air Cinema performance begins tonight at 9.15. Complete program change tomorrow and on Friday.

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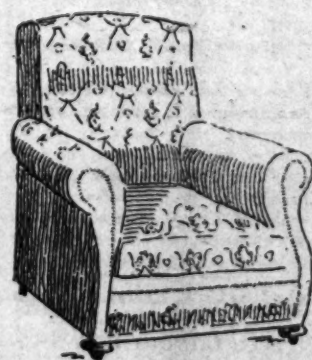
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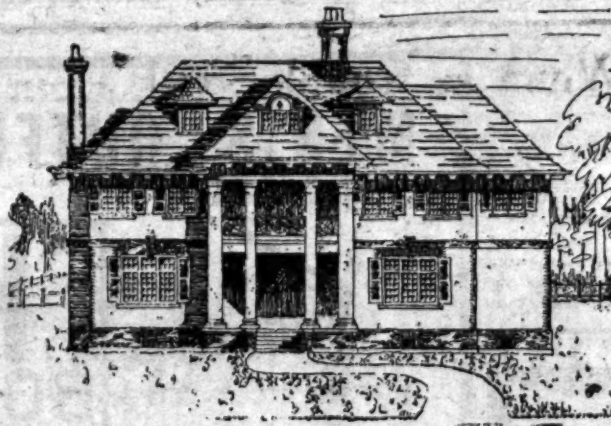
### LIFE IN SHANGHAI

The large majority of Shanghai residents may be termed fixtures. That is to say, they make their homes here for a considerable number of years—many for a lifetime. The average man is by nature a nomad, and as a rule is content to move from house to house as fancy takes him. His womenfolk, however, except in rare instances, desire a fixed habitation, every stick and stone of which is their own, which gratifies their sense of possession and satisfies their aesthetic sense, in other words—

### A place which can be called HOME

#### Cease to Pay Rent!

Year after year you pay rent, and at the end of 10 or 15 years, you have nothing to show for it. You have had a home, of course; but the money you have paid has not caused the house to pass into your possession—it has simply gone to swell your landlord's bank account.



#### Give Your Wife a Home

True domestic bliss can only be attained in a home of your own. Consult your wife—the companion of many years; consult your bride-to-be. We have some of the cosiest little homes in Shanghai for sale. If you have any idea of having a home of your own, call and see some of our plans.

We have for sale in  
The Best Residential Districts of Shanghai

a number of

**NEWLY-CONSTRUCTED, WELL-BUILT HOUSES**

WITH ALL MODERN IMPROVEMENTS

Let us drive you out to see any or all of these houses

#### Buy a Home On Easy Terms

If you cannot afford to pay at once for both the house and lot, we can arrange for part payment by instalments at your convenience.

Don't wait, for somebody else may snap up the very house which would suit you.

**CHINA REALTY CO., LTD.**

39 Nanking Road



## NEW ARMY DIVIDED INTO FOUR QUOTAS

Calls For 30 Per Cent Each On  
Sept. 5, 15, And 30, And The  
Rest Soon After

### OBJECTORS TO BE USED

Non-combatant Jobs For Them  
Under Crowder's Ruling—  
Navy Mistake Corrected

Washington, August 13.—The entire 687,000 men composing the first increment of the army draft forces will be under training early in October. Under orders issued today the first 30 per cent of the quota of each district will begin entrainment for cantonments September 5, the next 30 per cent September 15, and another 30 per cent September 30. The remaining 10 per cent will be mobilized as soon after that date as possible.

The plan to assemble the new forces in four increments distributes the task of furnishing supplies and equipment through Sept. It also will prevent serious shortages in any camp, and will give the new officers from the training camps time to familiarize themselves with their duties gradually before responsibility for a great body of men falls on them.

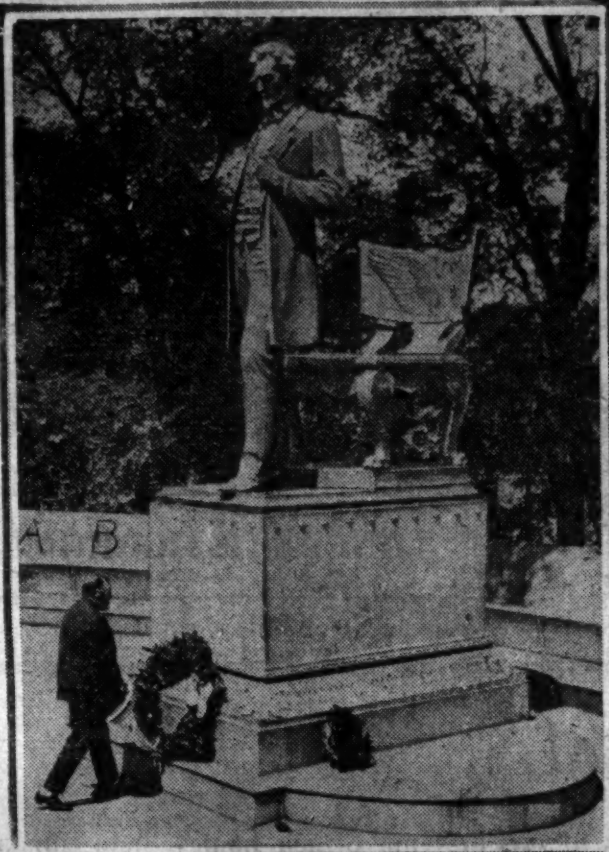
The order issued today means that about 12,000 men will reach each of the sixteen cantonments soon after September 5. They will first be examined physically by army doctors and finally accepted or rejected. This will take some time, and the men will have to be furnished with temporary quarters and rationed while awaiting examination. If the full quota were assembled at one time great confusion would result.

Presumably the first increment will have been organized into skeleton companies, battalions, or regiments before the second arrives. The newcomers can be quickly absorbed by a going concern in that case, and the third lot can be taken into the war machinery with even less disturbance when it reports fifteen days later.

**Allowance For Harvesting**  
In farming communities local boards now will arrange the lists of those to fill the first increment with local crop conditions in mind. Harvesting is in progress in many regions. Drafted men engaged in that work and who otherwise would go with the first third of the district quota will be passed over to the second or third, as may be necessary.

Reviewing the question of discharge for dependent relatives, Provost Marshal General Crowder issued a supplemental ruling today, holding that persons should not be

## Russia's Tribute To Lincoln



Abraham Lincoln is revered in the new Russia as an ideal type of democratic statesman. On the recent western trip of the Russian Mission, Boris Bakhmeteff, the Russian Ambassador, placed a wreath on the Lincoln statue in Lincoln Park, Chicago. The photograph shows him just after he had placed his tribute in position at the foot of the pedestal.

discharged because of dependents resident abroad.

"The object of the law permitting a person to be discharged provided he has a person falling within any of the classes of dependents dependent on him, was to prevent such dependents becoming a charge upon the American people," the ruling says. "A dependent residing abroad could not become such a charge. Persons claiming discharge because of such a dependent cannot properly be discharged on the ground that such a discharge is advisable within the meaning of the act of Congress."

That conscientious objectors to war are not to be excused entirely from serving the country was made clear in another ruling by the Provost Marshal, holding that such persons should be sent to the mobilization camps along with others drafted, to be assigned later to non-combatant branches of the service. There are numerous army organizations, such as the hospital corps, quartermaster corps, etc. known as non-combatant troops. There will

be in addition many labor battalions, messengers, motor drivers, clerks, and the like who will have no active part in the fighting, although they will be as much exposed to shellfire in bringing supplies up to the line and taking wounded back as are the active regiments. Presumably objectors will be placed in these units, where their work will be save to life, not to take it.

**Mail Clerks Not Exempt**

Only in rare cases are railway mail clerk to be exempted. Today the Post Office Department announced that published reports of blanket exemption for this class of postal employees were based on a misinterpretation of the department order covering postal exemptions. Only scheme clerks, chief clerks, and assistant chief clerks of the railway mail service will be exempt, and most of them are above military age.

The Post Office Department announced also that it would certify exemptions for post office inspectors, but not for postmasters. Postmasters of the first, second, and third

classes, however, are exempted specifically under the law.

It developed today that the Navy Department, misunderstanding the War Department ruling as to voluntary enlistment of registered men, had instructed its recruiting officers to accept registrants into the navy, even if they had been called before their local selection boards for examination. The mistake quickly was corrected, recruiting stations being told by telegraph that no man called for examination under the draft law could be accepted into any branch of the military or naval service as a voluntary recruit until called. However, registrants are free to enter the army, navy or Marine Corps.

Plans to provide publicity facilities at camps of the National Army and the National Guard are to be left entirely to the discretion of the camp commanders, who will be authorized to permit newspaper correspondents to establish offices within the camp limits and to maintain private telegraph or telephone lines there if deemed advisable. No such privileges will be granted, however, until the camps actually are established and the commanders on the ground.

**Army Clerks To Wear Uniform**

The War Department made public today orders entitling army clerks to wear the uniform of the army, with distinguishing marks, and also prescribed the uniform for motor drivers, messengers, and the like. They will wear regulation olive drab when

with the expeditionary forces, but will wear also white arm bands to distinguish them as non-combatants.

Protests have been made to the State Department by representatives of neutral countries against the drafting for foreign service of aliens who have taken out their first naturalization papers. The point has been raised by one of these countries that if "a first paper alien" make objection, he should at least have the opportunity of returning to his own country within a reasonable time.

General Crowder issued this ruling today regarding persons registered and living in foreign countries:

"A person registered and residing in a place too far for exacting a journey to the United States, should apply by letter to the local board where he is registered, if known to him, or if not, to the Adjutant General of the States, if he has registered as a citizen of any State, or if not, then to the Board of Commissioners of the District of Columbia, inclosing a certificate of the American Consul that he is a resident there, and that two named physicians are experienced, licensed physicians there.

"The Adjutant General of a State if the application is made to him, or the Board of Commissioners of the District of Columbia, if the application is made to it, shall assign such application to a local board. The local board having jurisdiction, or to which the application has been assigned, shall appoint one of the physicians

named to make physical examination, and shall appoint the other physician named by the Consul to make the re-examination without reference to or regard for the report of the first examiner, in the event that the physician first making the physical examination shall find the person physically deficient and not physically qualified for military service. The local board shall send by mail to the said American Consul the aforesaid papers of appointment, together with a copy of the Rules and Regulations prescribed by the President, forms for use in connection with such Rules and regulations, (from 100) regulations for physical examination, and form of certificate for physical examination. The certificate of examination shall be sworn to by the physician or physicians in accordance with the regulations before the Consul, who shall forward it to the local board to which the registration card has been assigned, together with the claim, if any, of the applicant for exemption or discharge, together with such affidavits as he may care to submit to substantiate same, and also a certificate of identity of the person examined.

"The foregoing rule does not apply to places adjacent to the United States reasonably accessible. In such cases the party should apply, as in the above case, requesting a transfer to a local board in the United States under Section 29 of the regulations.

"All registrants must pay their own expenses in complying with the law."

When in trouble with your car  
**PHONE**

**WEST  
1211**

**HONIGSBERG  
Service Station**

## MEN'S OUTFITTING DEPT.

Shoes



Leggings



The Quality of these British Boots  
is as sound as ever.

"K" CITY BOOTS. A sound waterproof walking boot at a handy price.



"K" GOLF SHOE. As recommended by all leading players.



"K" RIDING LEGGINGS. Perfectly blocked in one piece. Pigskin or calf

**5 Per Cent.  
Discount for Cash**

**WEEKS & CO., LTD.**

## THE SAFETY FACTOR:

a Goodyear talk.

You buy an auto tire. Maskee the kind or price, you probably get your money's worth. But remember—you can't get more out of a tire than was put in it originally.

Construction engineers provide for the utmost possible service strain and then add a big percentage—a Safety Factor.

GOODYEAR TIRES have this "Safety Factor" to the greatest degree.

Remember again, "You can't get more out of a tire than was put in it originally."

But remember, too, more service is built into a GOODYEAR tire, size for price, than any other tire made.

Gaston, Williams & Wigmore Far Eastern Division, Inc.

Sole Agents for China

Wholesale

Retail

## Raven Trust Co., Ltd.

15 Nanking Rd. Tel. 65 or 66.  
Resources ..... Tls. 470,000

### INVESTMENTS

DURING these unusual and strenuous times every dollar of every man's money should be at work—and not only at work, but every dollar should be earning the maximum interest consistent with safety.

If your money is not earning seven per cent, it is not invested as profitably as it should be.

These are times demanding the greatest economy and requiring that the greatest care be taken to secure safe and profitable investment for all money not required for immediate use.

If your money is not profitably invested, if it is not giving you 7 per cent, write us for investment information.

### GOLD INVESTMENTS

We have for sale in amounts of \$10 or more Preference Shares paying interest at 7% per annum.

### TAEL INVESTMENTS

We have for sale in amounts of Tls. 100.00 or more Debentures paying interest at 7%.

### HOUSES TO LET

Near French Park. Containing five rooms, three bedrooms, two bathrooms with latest modern fittings, garden, tennis, etc. Tls. 125. per month from October 1st.

### HOUSES FOR SALE

ON ROUTE VALLON, containing dining and drawing rooms, large halls, 4 bedrooms with built in closets and cupboards, 3 tiled bathrooms with latest modern fittings, large veranda and servants' quarters, garden, tennis, etc. Tls. 25,000.

ON ROUTE VALLON, containing drawing room, dining room, three bedrooms, two bathrooms, garden and tennis court. Tls. 16,000.

ON ROUTE VALLON, containing drawing room, dining room, four bedrooms, three baths with modern fittings, large clothes closets, maid's room, servants' quarters, all screened. Garden and tennis court. Tls. 20,000.

ON ROUTE CORNELIE, containing drawing room, dining room, three bedrooms, two bathrooms with modern fittings, garden and tennis. Tls. 20,000.

### LAND FOR SALE

ON ROUTE SAY ZOONG, 2½ mow suitable for foreign residence. ON RUE LAFAYETTE, 10 mow suitable for one one or more foreign residences.

### GARAGE TO LET

At 77 Route Vallon including Light, Water and Quarters for Chauffeurs. Tls. 10 per month.

### OFFICES TO LET

One room at 15 Nanking Road. Two rooms at 15 Nanking Road.

### FLAT TO LET

15 Nanking Road, 3 large rooms, baths, kitchen, pantry, servants, etc. Tls. 100 per month.

### YOUR WILL

Let us draw your will today. If you put it off till too late, your property may not be divided as you would like to have it.

Get this out and mail it to us.

Raven Trust Co., Ltd.

Gentlemen,

I should like information on the subject against which I have marked a cross (X).

<input type="checkbox"/>	A Safe Investment for \$.....
<input type="checkbox"/>	Life Insurance
<input type="checkbox"/>	Fire Insurance
<input type="checkbox"/>	Motor Car Insurance
<input type="checkbox"/>	Burglary Insurance
<input type="checkbox"/>	Making my Will
<input type="checkbox"/>	Renting an Office
<input type="checkbox"/>	Renting a House

Signed .....

Address .....

# Whiteaway, Laidlaw & Co., Ltd.

## SEASON DELIVERY OF JASON UNDERWEAR

The All Wool Garment With The Guarantee



**"Jason" ALL WOOL UNSHRINKABLE UNDERWEAR**

It is a difficult task to describe the exceptional qualities of "Jason" Underwear.

Still more difficult for you to realise its superiority by merely reading about it. The only true way to test "Jason" is to wear it. Then you will readily appreciate its many good qualities.

"Jason" costs no more than the ordinary underwear, so that when next buying insist on "Jason" and make a personal test. Afterwards you will wear "Jason" from preference.

"Jason" Underwear in all styles for Men, Ladies, and Children. "Jason" made jerseys for children are splendid wear. Of Drapers, Hosiery, Ladies' and Men's Outfitters, everywhere. In case of difficulty, write to Jason Hosiery Co., Leicester.



**"JASON" COMBINATIONS.**  
Natural Medium Weight.  
High Neck, Short Sleeves. Knee Length.  
Size Small, Medium, Large Extra Large.  
Price \$6.75 \$7.00 7.50 8.00 each  
High Neck, Short Sleeves. Ankle Length.  
Price \$7.25 \$7.50 7.95 8.50 each  
High Neck, Long Sleeves. Same quality and Knee Length.  
Price \$7.00 7.25 7.75 8.00 each  
High Neck, Long Sleeves. Ankle Length and same quality.  
Price \$7.00 7.25 7.70 8.00 each

**"JASON" COMBINATIONS.**  
White; Knee Length.  
High Neck, Short Sleeves. Medium Weight.  
Price \$6.75 \$7.00 7.50 8.00 each  
High Neck, Long Sleeves. Knee Length.  
Price \$6.95 7.25 7.75 8.00 each

### "Jason" Underwear

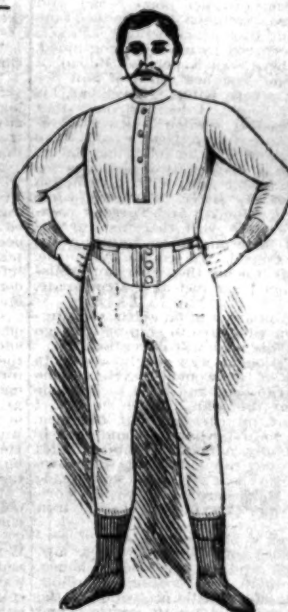
No. 8631. A nice medium weight specially suitable for the sudden falls in temperature during September in Shanghai. Pure Wool.

#### VESTS LONG SLEEVES

Chest 26, 28, 30, 32  
Prices \$4.75 5.00 5.25 5.50  
34, 36, 38 and 40 inches  
5.75 6.00 6.25 and 6.50 each

#### Trousers. Ankle Length. Extra spliced seats.

Waist 24, 26, 28, 30, 32,  
\$5.00 5.25 5.50 5.75 6.00  
34, 36 and 38 inches  
6.25 6.50 and 6.75 each



**"JASON" VESTS**  
White High Neck, Short Sleeves  
Small, Medium, Large.  
Price \$3.50 3.75 4.00 each  
High Neck, Long Sleeves  
Price \$4.00 4.25 4.50 each

**"JASON" VESTS**  
Natural; High Neck, Short Sleeves  
Small, Medium, Large, Extra Large.  
Price \$3.00 3.75 4.00 5.00 each  
High Neck, Long Sleeves  
Price \$4.00 4.25 4.50 5.00 each



## DOWN COME THE PRICES AT WHITEAWAY'S

Owing to the high exchange prices have been reduced from

**25% to 33 1/3%**

Now is the time to save money, come in now and see the

**BIG VALUES**



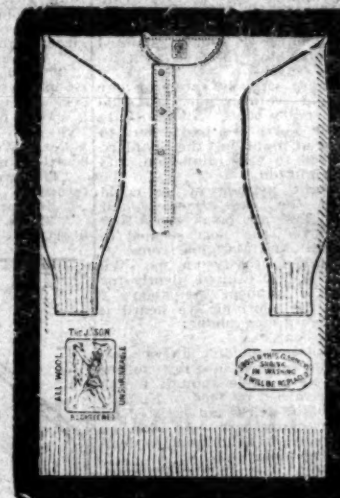
### "JASON" SLEEPING SUITS

If you are worried because the little one will lie outside the warm bedcloths buy an all wool sleeping suit. They are delightfully warm and cosy and will keep the kiddies fit and well. These sizes are in stock :-

Sizes 1 2 3 4 5 6  
Chest 20 22 24 26 28 30 ins.  
Length 36 38 40 42 44 46 ins.  
Prices \$5.50, 6.00, 6.50, 7.00, 7.50, 8.00 each

### CHILDREN'S "JASON" VESTS HIGH NECK, SHORT SLEEVES.

Sizes 1 2 3 4 5 6 7  
Prices \$2.00, 2.20, 2.40, 2.60, 2.80, 3.00, 3.20 each  
We can also do High Neck, Long Sleeves in the following sizes  
Sizes 1 2 3 4 5 6 7  
Prices \$2.00, 2.20, 2.40, 2.60, 2.80, 3.00, 3.20 each



### "JASON" VESTS No. 939

Light weight wool, very soft finish. For the man who wants a non-irritating wool vest this is just the vest.

Every Garment stamped with the "JASON" Guarantee. "It will not Shrink"

These are perfect for Autumn Wear.

#### HALF SLEEVES

Chest 32, 34, 36, 38 ins.  
Prices \$3.75, 4.00, 4.25, 4.50  
Chest 40, 42, 44 ins.  
Prices \$4.75, 5.00, 5.25 each

### Children's "Jason" Combinations

The same good reliable quality at the Vests. We give you chest measures and length measures from shoulder to knee or shoulder to ankle.

#### HIGH NECK, SHORT SLEEVES. Knee Length

Sizes 1 2 3 4 5 6 7 8  
Chest 20 22 24 26 28 30 32 34 ins.  
Length 22 24 26 28 30 32 34 36 ins.  
Prices \$3.50, 3.75, 4.00, 4.25, 4.50, 4.75, 5.00, 5.25 each

#### High Neck, Long Sleeves. Knee Length.

Same chest and length measures.  
Prices \$3.75, 4.00, 4.25, 4.50, 4.75, 5.00, 5.25, 5.50 each

#### High Neck, Long Sleeves. Ankle Length.

Sizes 1 2 3 4 5 6 7 8  
Chest 20 22 24 26 28 30 32 34 ins.  
Length 28 30 32 34 36 38 40 42 ins.  
Prices \$4.00, 4.25, 4.50, 4.75, 5.00, 5.25, 5.50, 5.75 each



The whole of our 1917-18 ident is now to hand. The largest ever held by us and bought at prices simply impossible since government took over the wool control. Wool goods are scarce but Jason is here and ready for service, and remember

"Jason" underwear is made up to a standard of quality-pure wool-not down to a standard of price.

### "Jason" the all-wool underwear

Ten years of successful trading with "Jason" Underwear, which is under our exclusive control in the Far East proves it to be the right garment for the East. Pure Wool all through and guaranteed not to shrink.

"Jason" Underwear is on Show in the Men's Hosiery Section and Ladies' Hosiery Section. Ground Floor

The Busy Store on The Busy Corner

**Whiteaway, Laidlaw & Co., Ltd., Shanghai.**

The Busy Store on The Busy Corner

## Woman Tells Of Captivity On German Mine Layer

On Trip From Spain To England Early In War She  
Had Unique Adventure Before Being Rescued  
By British Officers.

A voyage as the unwilling tool of the enemy on a German mine layer was the thrilling experience of Mrs. M. C. Johnstone, an Englishwoman living in New York. Although it all happened at the beginning of the war, nearly three years ago, it has been kept a close secret until now. Mrs. Johnstone, at the request of the British authorities, did not tell the story. She had been spending the Summer of 1914 at her old home in Cheshire, England, and had gone to Spain to visit her sister in the mountains at Montalegre. When the war began she had engaged her return passage to the United States, expecting to sail on Sept. 12 from Southampton. But she stopped all travel schedules of tourists in Europe, Barcelona, the nearest seaport, was bedlam; there was as much chance of getting back by way of France as of making a trip to the moon. Mrs. Johnstone turned her attention to the steamship lines in the hope of getting passage direct to New York, if not to England. One ticket agent condescendingly offered her passage on a boat sailing for Norfolk, Va., for \$400.

"I will give you six hours in which to decide," he added. "It won't take me six minutes," Mrs. Johnstone assured him. "Even my anxiety to get home," she said afterward, "wouldn't have induced me to submit to such extortion." "It occurred to me," she continued, "that there was a port of Bilbao, a town some distance south of San Sebastian, where King Alfonso has his Summer home. I learned there that the passenger service was to be resumed and that a boat would leave for England on the following Saturday. So I looked two passages for myself and for Miss Kirk, an English friend of my sister. Saturday came and went. Monday and Tuesday passed. We were still tied fast to the pier. I determined to jump up the British Consul. He couldn't help me. Then Mr. Coons, the American Minister, whom I had met at the consulate, said:

"If you are bent on getting to England you will have to ship on a cargo boat. This boat will never sail." "The Consul was openly averse to the idea of two women traveling alone on a cargo boat and tried to dissuade me from the plan. When he saw I was bent on carrying out the idea, though, he did what he could to help me. Finally, a Spanish Captain said: 'I will take the ladies at their own risk.' The boat's papers were made out for Middleboro, a North Sea port, and he was carrying a cargo of iron ore.

"It was a plain cargo boat of perhaps 10,000 tons burden, with a low, flat deck and a small pilot house. The foothold rope railing encircling the deck offered little protection to the veteran sailor in rough weather, and none at all to the landlubber. The only place to sit was on a couple of benches near the pilot house. Not even the somewhat formidable appearance of the Captain, who resembled an old Spanish buccanier and could speak no English, appalled us, as it might have done under other circumstances. I do remember experiencing a queer sensation in talking to him, for he had an air that made one feel a bit shivery. However, I didn't dream of the dangers that were to threaten us ere we set eyes on old England again.

Besides the Captain, there were a first and a second officer, a cabin boy who waited on us, and a small crew. The latter I never saw. The first officer was a tall man of military appearance. At the time I did not think of his being German, though now I know he must have been. Not even his remark about this being his first voyage in seven years excited my suspicion, but in the light of subsequent events I should put him down as a retired German navy officer. He was close mouthed, and when questioned in any language but Spanish and on any subject he didn't want to talk about couldn't comprehend.

"The Captain was kind enough giving up his own cabin with two double bunks and bath to us, so we were quite comfortable. Soon after boarding the boat and disposing of our luggage the cabin boy announced dinner, and we found ourselves in the dining saloon, happily alone. The fare was simple but appetizing. It was a beautiful moonlight night, I remember, with the ocean bathed in a flood of silvery light. After dinner I suggested to Miss Kirk we go on the deck to enjoy it. Scarcely had we got to the top of the companion-way when the Captain rushed after us. "Go below, and don't leave your cabin again," he exclaimed a bit testily.

"This seemed strange, but we put it down to the somewhat unusual conditions of our present voyage and decided it was for our own good.

"The boat had no running lights and only the dimmest of illumination within. It was heavily laden, settling down close to the water's edge. It was hard to tell what progress we

were making, though it did occur to me we were going very slowly.

"On Monday, the day we were due in Middleboro, we were apparently no nearer our destination than ever. Then it was that we became a bit impatient. Tuesday went by. Wednesday dragged itself away, and we were still in mid-ocean. The Captain was seldom visible. I appealed to the first officer. Why hadn't we reached Middleboro? He couldn't comprehend.

"It was the tenth day out, just as we were entering the Straits of Dover—this I learned later—when we were boarded by a French naval officer. He appeared without warning out of the mist. When I told him I was an Englishwoman he smiled and said, 'Now we are one.' He asked many questions about the cargo, how we came to be on the boat, and what were our plans on reaching England. It was necessary for us to prove our British nationality, so we gave him the addresses of my brother and sister in London, my sons in New York, and that of Miss Kirk's mother in Manchester. He asked for the Captain, and we went with him to act as interpreters. The Captain seemed perturbed at first, but answered the queries laconically.

"What cargo are you carrying?" the French officer asked.

"Iron ore,"

"To what port are you bound in England?"

"Middleboro."

"Then the officer looked over the log lying open, departed. His visit gave us no uneasiness. On the contrary, it produced a feeling of security that a friendly warship was near.

"Scarcely twenty-four hours passed when we were boarded by a second French officer, whose ship was guarding the Port of Dover. He, too, asked innumerable questions. He did not occur to me we might perhaps be taken for spies. We gave him all the information possible, and he in turn departed. The boat continued lazily on her way.

"On the thirteenth day an English officer—I am not betraying a confidence now in telling that he was from the U. S. S. Hawk, which was later torpedoed and sunk by a German submarine—paid us a visit. Such a grilling as we went through! He got our pedigrees. The funny part of it was he seemed to know all about us. He questioned the Captain closely, but received only morose and unattractive replies.

"After he had gone I sat down and pondered. It is war, I told Miss Kirk, so it must be all right. Then we turned our attention to the boats. We had just entered the North Sea and were waiting for a pilot. The waters were mine-strewn, and we stood in danger of being blown up, but somehow I wasn't afraid. The river was full of various craft, among them a mine sweeper, a hospital ship, a Norwegian vessel, and a Chinese ship. The pilots were all swearing at us for being so slow, but that didn't bother the Spanish Captain. Our pilot, however, finally shouted that he would have to leave us if we could not do better.

"All right," I firmly returned our Captain, and we continued to slide along at a snail's pace. All the boats entering the North Sea had orders to drop anchor at night, but the Spanish pilot had no need to this injunction, and we sailed right on.

"That night neither of us could sleep. For the first time we felt oppressed. The air of mystery that had hung over the boat seemed to draw closer. An intangible sense of danger weighed heavily on us. We talked awhile, then waited silently for something to happen. At about 2 o'clock in the morning we heard a voice through a megaphone:

"Send a boat."

"The Captain wouldn't answer, so I got up and hustled into my clothes as quickly as possible though I was somewhat retarded by \$400 in English gold which Miss Kirk had insisted on committing to my care. As soon as I could dispose of that I went on deck to answer the megaphone.

"Why aren't you anchored?" roared the officer.

"I thought we were."

"Who's talking?"

"An Englishwoman."

"What are you doing there?"

"We're traveling. There are two of us."

"We're coming aboard," he said. "I'll send a boat and tell the Captain the British officers were coming, but he vouchsafed no reply. They arrived about 3 o'clock, an officer and two sailors, fully armed. Once again we were put through a cross-examination.

"Are you positive what cargo the boat is carrying?" the officer persisted. "No, only what I've been told—iron ore," I said.

"I gave him a detailed account of the circumstances of my being stranded in Spain and of my anxiety to get back to England and the United States. After a few moments' serious

thought he nodded his head as though satisfied.

"I guess I'll be back in the morning."

"With these words he climbed quickly over the rail and disappeared in the darkness.

"What to make of it I didn't know. But I felt we were being drawn closer and closer into some danger, with no power of our own to prevent it. There was no sleep left in us. Despite the Captain's warning we decided to remain on deck. The dawn was just beginning to break, and I scanned the expanse of waters, but to sign of the patrol boat was visible. It was hidden, doubtless, in the low lying haze that hung over the horizon. I told Miss Kirk that when that officer came back I should ask him to take us off—a plan to which, needless to say, she heartily agreed. Our nerves were beginning to feel the effect of the strain.

"A few hours later I saw a boat headed for us, and soon the British officer came aboard, as he had promised. The cabin boy came up grinning. 'We're out of coal,' was his cheerful announcement.

"What about dinner?" I asked.

"No coal, no dinner," and he laughed as though it was a good joke.

"I was upset at this and rushed at once to the British officer to tell him of the trouble.

"I'm going to send a man with a lighter to see if we can get coal from an English port," he returned soothingly, and he added: "I shall leave this officer aboard, designating a fine-looking young Lieutenant who accompanied him. I was immensely relieved to think we weren't to be left alone again.

"It was about 9 o'clock when a barge drew alongside and one of the crew came aboard to sell us coal. He asked \$5 a ton, which was reasonable enough, although if it had been \$30 I should have considered it cheap at the price.

"No, no, too much," growled our Captain, as we went forward with the joyful news.

"We could scarcely believe our ears. Out of coal and not to take it when offered! It didn't seem possible, but the Captain persistently refused. I couldn't stand it a moment longer.

"What do you mean?" I demanded. "This is our thirteenth day out, and you promised to land us in four. You simply must buy that coal."

"He shrugged his shoulders indifferently. 'I don't care,' he said. 'My company will send me coal. He asks too much.'

"The coal passer was allowed to go on his way, while we came to anchor in the mine-strewn Channel. We were exasperated beyond words. Just then a loud halloo was heard, and a small British boat from a warship drew near. 'Have you anything to eat?' sang out one of the men. 'Only hard tack,' I said. 'Can you catch this, and he tossed up a box of delicious tea and a couple of boiled eggs. It was a treat, for we had had little but hard tack and a little wine—no water—in which to soak it.

"We want to get off this boat," I called.

"I don't see how you can," the officer replied. 'Hull port is closed, and it takes a permit from the British Admiralty to open it, and we can't get in touch with them till Monday. Sorry.'

"I sought out the Lieutenant who had been left aboard. 'What do you think?' Do you suppose we'll be able to land?' I anxiously queried.

"No, madam," he replied. 'Hull port is closed under orders from the Admiralty. It would have to have an order from the highest official, and it can then only be opened in exceptional circumstances.'

"But what shall we do?"

"Madam," the Lieutenant returned in his kindly way, with a note of seriousness, 'I have been put here for a special purpose. You stay with me. I've been put here to protect you ladies. We expect the boat may be scuttled any minute.'

"This was the climax I had dimly foreseen!

"But why?" Miss Kirk gasped.

"These are things I am not at liberty to explain. We have found

something suspicious. That is all I was then that I was left to protect you."

"Suddenly a deep voice came ricocheting across the water from a megaphone.

"Mrs. Johnstone, are you there?"

"I surely am."

"Am coming for you tonight."

"Can't you come now?"

"No, but be ready, with your luggage on deck, this evening."

"We got hold of the cabin boy and sent him for the Captain. He remained on deck. With the Lieutenant as escort, we set out to search for the Spanish buccanier. He was found hiding in his cabin and was exceedingly disagreeable. If we wanted to see him, he finally said, we could go to the dining saloon and he would come there. With him, a few moments later, entered the first officer. Both refused point blank to give up our passports or our trunks. The Captain said he wouldn't give us up to the British or any one else. He said we hadn't paid our full passage money and demanded double rates. Miss Kirk was for paying him on the spot, so frightened was she. I refused. We had agreed on a certain price and paid him what he asked. I told him. If he claimed an extra fare because it had taken longer to make the trip, that was another matter. In that case I would pay him through the British Consul at Bilbao. To this he had nothing to say.

"He finally growled. 'If you want your trunks you will have to get them yourselves. As they were in the hold that was impossible.'

"At about 10.30 o'clock we heard the wail of the water as a boat drew alongside to take us off. It was a peculiar looking craft, long and narrow, armed, and painted battleship gray—an auxiliary cruiser, I suppose. The cabin was just the shape of the bow. As it came alongside our low-lying craft it towered up in an impressive manner.

"Mrs. Johnstone," called the British Captain.

"Yes, I'm here."

"He came directly down, accompanied by an officer and two of his crew. Each man carried a revolver. I told him the Captain had refused to let us leave the boat. Just then the Spanish Captain and the first officer entered.

"Oh, that's all right," the British commander rejoined easily.

"As quick as a flash the Spanish and his first officer were covered with the revolvers. Then the British gave a sharp whistle, and the Lieutenant aboard came hastily down the companionway with his revolver cocked. At a word from his superior he led us up to the deck and helped us aboard the cruiser. It was pitch dark, and the boat loomed up like the Eiffel Tower, but we managed to climb the rope ladder safely. I don't know what happened then, except that we soon had our baggage aboard and were sailing in the direction of Hull port.

"This isn't very nice," the Lieutenant began, apologizing. "Sorry I can't offer you some refreshments, but we live on the battleship and use this boat for special service only."

"What happened to the Captain and the boat?" I inquired.

"You may rest assured that Captain will never see a Spanish port again our protector rejoined.

"But what danger were we in?"

"Well, Mrs. Johnstone, your boat was lying mines for the Germans all the way. Her sister ship arrived here a fortnight ago. We were suspicious of her, and when we went aboard she was scuttled. They brought you along as decoys, so that they could land at Middleboro and take back a cargo of coal. They ran out of coal on purpose. We can't search vessels within the three-mile limit."

"You were never out of our sight. The British and French ships were leveled on you from the time you left the port of Bilbao. The first French officer who boarded the boat wired, 'Don't fire. Two English women aboard.' Naturally we didn't know at the time whether you were spies or not. Your statements were verified, and your relatives were looked up. So your status was soon established. It

have been through too much for you to add to their troubles. But for myself and the British Admiralty they would be at the bottom of the sea. Sign that paper."

"The paper was signed and we were hustled into two waiting taxis and went to the hotel, where our guide had engaged rooms for us. He also ordered a hot supper and telegraphed to my brother and sister in London

and to Miss Kirk's of our safe arrival. It seemed as if he thought of everything. There wasn't a thing he didn't do for our comfort. Had we been his own kin he couldn't have been more gentle and courteous. I tried to thank him.

"Mrs. Johnstone, I have done nothing," he said. "I am honored to have been able to save the lives of two women. Never mention it again."

"The immigration officer at Hull insisted on detaining us.

"I can't pass these ladies," he argued. "They have come from a foreign ship and may be carrying contagion."

"The Lieutenant, heretofore so gentle, turned on him. 'My dear man, you will sign that paper. These ladies

are not dangerous. They are English. Sign that paper.'"

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## LANSING DECLARES GERMANY COVETS AMERICA AS PRIZE

World's Liberty At Stake He  
Tells Students At Mad-  
ison Barracks

### ASSAILS BERLIN'S PERFDIDY

Secretary Says Teuton Rulers  
Tried To Lull Nations Into  
Sense Of Security

Sacket Harbor, N. Y., July 29.—Secretary of State Lansing bitterly assailed the military clique at Berlin in an address delivered to the 1,600 candidates for reserve commissions at Madison Barracks this evening. He declared that "the independence of no nation is safe, the liberty of no individual is sure, until the military despotism which now holds the German people in the hollow of its hand has been made impotent and harmless forever."

"Appeals to justice, to moral obligation, to honor, no longer avail with such a power," said Mr. Lansing. He contended that "there is but one way to restore peace to the world, and that is by overcoming the physical might of German imperialism by force of arms."

"For its own safety as well as for the cause of human liberty this great Republic is marshaling its armies and preparing with all its vigor to aid in ridding Germany as well as the world of the most ambitious and unprincipled autocracy which has ever arisen to stay the wheels of progress and imperil Christian civilization," the Secretary said.

"It was the policy of those who plotted and made ready for the time to accomplish the desire of the German rulers to lull into false security the great nations which they intended to subdue so that when the storm broke they would be unprepared. But democracy no longer sleeps. It is fully awake to the menace which threatens it."

"The American people, trustful and friendly, were reluctant to believe that imperialism again threatened the peace and liberty of the world. Conviction came to them at last, and today the American nation has arrayed itself with the other great democracies of the earth against a genius of evil which broods over the destinies of Central Europe. With lofty purpose, with patriotic fervor, with intense earnestness, the American democracy has drawn the sword which will not be sheathed

until the forces of absolutism go down defeated and broken."

Mr. Lansing's address follows:

"It is an opportunity which I greatly appreciate to be here this evening and to say a few words to you about the great enterprise in which you are to be participants. There are so many things to be said, so many viewpoints, that it is hard to know how to deal with the subject in a way that will appeal to the greatest number."

"First, we must all realize that we are living in the most momentous time in all history, in a time when the lives and destinies of nations are in the balance, when the civilization which has taken centuries to build, may crumble before the terrible storm which is sweeping over Europe. We are not only living in this critical period, but we, as a nation, have become a participant in the struggle. Having cast our lot on the side of the powers allied against the Imperial German Government we will put behind our decision the full power and the resources of the Republic. We intend to win in this mighty conflict, and we will win because our cause is the cause of justice and of right and of humanity."

"I wonder how many of us comprehend what the outcome of this war means to mankind or to bring it nearer to each one of us, what it means to our country. I sometimes think that there prevail very erroneous impressions as to the reasons why we entered the war, not the immediate reasons, but the deep underlying reasons which affect the life and future of the United States and of all other liberty-loving nations throughout the world."

"Of course the immediate cause of our war against Germany was the announced purpose of the German Government to break its promises as to indiscriminate submarine warfare and the subsequent renewal of that ruthless method of destruction with increased vigor and brutality."

"While this cause was in itself sufficient to force us to enter the war if we would preserve our self-respect, the German Government's deliberate breach of faith and its utter disregard of right and life had a far deeper meaning, a meaning which had been growing, growing more evident as the war had progressed and which needed but this act of perfidy to bring it home to all thinking Americans. The evil character of the German Government is laid bare before the world. We know now that that Government is inspired with ambitions which menace human liberty and that to gain its end it does not hesitate to break faith, to violate the most sacred rights, or to perpetrate intolerable acts of inhumanity."

**Proof Of German Perfidy**

"It needed but the words reported to have been uttered by the German Chancellor to complete the

picture of the character of his Government when he announced that the only reason why the intensified submarine campaign was delayed until February last was that sufficient submarines could not be built before that time to make the attacks on commerce efficient. Do you realize that this means, if it means anything, that the promises to refrain from brutal submarine warfare, which Germany had made to the United States, were never intended to be kept, that they were only made in order to gain time in which to build more submarines, and that when the time came to act the German promises were unhesitatingly torn to pieces like other 'scraps of paper'?"

"It is this disclosure of the character of the Imperial German Government which is the underlying cause of our entry into the war. We had doubted, or at least many Americans had doubted, the evil purposes of the rulers of Germany. Doubt remained no longer. In the light of events we could read the past and see that for a quarter of a century the absorbing ambition of the military oligarchy, which was the master of the German Empire, was for world-dominion. Every agency in the fields of commerce, industry, science, and diplomacy had been directed by the German Government to this supreme end. Philosophers and preachers taught that the destiny of Germany was to rule the world, thus preparing the mind of the German people for the

time when the mighty engine which the German Government had constructed should crush all opposition and the German Emperor should rule supreme."

"For nearly three years we have watched the conduct of the Imperial Government and we have learned more and more of the character of that Government and of its aims. We came very slowly, came very slowly to a realizing sense that not only was the freedom of the European nations at stake, but that liberty throughout the world was threatened by the powerful autocracy which was seeking to gratify its vast ambition."

"Not impulsively, but with deliberation, the American people reached the only decision which was possible from the standpoint of their own national safety. Congress declared that a state of war existed between the United States and the Imperial Government of Germany, and this country united with the other liberal nations of the earth to crush the power which sought to erect on the ruins of democracy a world empire greater than that of Greece or Rome or the Caliphs."

**Quotes President's Slogan**

"The President has said, with the wonderful ability which he has to express aptly a great thought in a single phrase, that 'the world must be made safe for democracy.' In that thought there is more than the establishment of liberty and self-

government for all nations; there is in it the hope of an enduring peace. 'I do not know in the annals of history an instance where a people, with truly democratic institutions, (Continued on Page 13)

### DIGESTION WORTH HAVING.

Good digestion is not appreciated until you lose it. Then you cannot afford to experiment, for strong medicines are hard on weak stomachs. To be able to eat what you want and to digest it is a priceless blessing. If you have lost it do not be deceived by the claims of predigested foods and stomach tonics, so-called. There is no tonic for the stomach that is not a tonic for every part of the body. As the blood goes everywhere, an improvement in its condition quickly results in strengthening weak organs. Rich, red blood is absolutely necessary to digestion. If your stomach is weak and you are troubled with flatulence, sour risings in the throat, a feeling of pressure about the heart and palpitation, try the tonic treatment with Dr. Williams' pink pills. So many dyspeptics have been helped by this simple treatment that every sufferer from stomach trouble should try it. Get a supply of Dr. Williams' pink pills from any dealer, or direct from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. 1 bottle \$1.50 6 bottles \$8. post free. The Dr. Williams' Medicine Co. has issued a free book, "What to Eat and How to Eat," that should be in every home. It gives just the information that you want regarding your diet; send a post card for the book to the above address.

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## Battling In Darkest Africa Far From War's Limelight

How A Plucky Band Of Englishmen Hauled Boats  
Over Mountains And Wrested Control Of Lake  
Tanganyika From Germans

The letters printed below, dealing with a phase of the war that is scarcely heard about in the night succession of major events, were written by a British naval officer attached to the expedition that swept the Germans from Lake Tanganyika, in Africa, after overcoming obstacles that seemed at first to be beyond human powers.

Lake Tanganyika, November 3, 1915.—We have arrived at last, and it has been a very tiring task for all of us. The conditions were simply awful. For days we drank filthy mud—not water—and a bath was an impossibility. We had little sleep; were worn out with sun, dust, flies, and mosquitoes, and our hearts at times nearly failed us with the overwhelming difficulties we had to contend with. The dust from the oxen and traction engines, in combination with a merciless sun, and then sixteen days on the Lunziba River in an open boat through a sleeping-sickness country, infested with tsetse, was an experience none of us wishes to have again. At times, when I was responsible for the safety of my boat and saw her at one moment sliding in loose earth toward a precipice, and at another with one wheel right down in an ant-bear hole, one's feelings can be better imagined than described.

What has been done constitutes, I think, a record. We have taken Mimi and Toutou (boats) over 10,000 miles by sea and rail—200 miles through bush and forest, 400 miles by river, and again 100 miles by road. The road we took went right over a plateau 7,000 feet above sea level, so soft that the wheels were buried and we had to haul our gear out with block and tackle, oxen and niggers. The river journey was also very difficult, owing to the sand banks, and the last portion was so shallow that we had to put our boats on shallow-draft barges—not an easy task. According to the Belgians, we have accomplished the impossible.

However, there were compensations. We have seen a good deal of Central Africa and have had some big-game shooting down the river, crocodiles, hippos, buffalo, buck and two elephants being the victims. It will be an experience we shall all look back upon with a certain amount of pride and satisfaction, but we are happy to have reached the lake.

Four of our men are down with fever, but, apart from that and a general leanness, we are pretty fit.

Our operations on the lake will commence as soon as possible. We have a very difficult task in front of us, but for the honor of our country we are determined to give a good account of ourselves.

Lukuga, December 10, 1915.—So far we've seen nothing of the enemy, but it is hard, nerve-racking work; out all times of the night, expecting to run into a mine field or a tornado, but no opportunity yet of a fight. "Doc" is busy rigging up an operating table, and the happy, expectant look on his face is a treat to see. He insists on curving all joints and birds in order to keep his "hand in"; but, by the way he hacks a joint and tears a leg off a duck, any amputations he may have to do will be done very thoroughly. We are still short of food, or, rather, the variety is limited. Breakfast usually consists of rice and tinned beef, lunch of soup, tinned beef, sweet potatoes, and bread; and, at dinner, we sometimes manage to have fish from the lake and occasionally a duck. We have no tobacco or cigarettes, milk, sugar, or jam.

Yesterday was a day of days for us. We engaged a German gunboat of five times our combined tonnage, and, after an action lasting twelve minutes, she

hauled down her flag and surrendered. She was boarded and brought home as a prize and will strengthen us considerably.

At 9 A. M., on Boxing Day, the German boat was sighted on the horizon, steaming south. All hands were ordered to the boats and we left the harbor at 9.30. The Germans were then about six miles from us and south of us. Being so small, she did not see us until within 5,000 yards, and then she noticed the Union Jack and turned to wipe our small craft out.

We came under their fire at 3,000 yards, but went for her at full speed and, at 2,500, opened fire. The third shot from Mimi hit the wireless and brought it down. The fifth shot hit her on the waterline, and she fled, but we were faster and put shell after shell into her. She turned again and fired several rounds, but missed every time. A shell of ours went through her conning tower and killed her Captain, the gun layer, and a seaman. She was also leaking badly, and then hauled down her flag. From the time we left harbor we steamed at full speed up to her.

When we boarded, a horrible sight met us. Twelve shells had hit her, and she was yellow with lyddite, but the poor wretches who were dead were unrecognisable. We took four white prisoners and the black crew. The dead were buried with military honors in the afternoon.

The whole Congo is mad with joy over this victory. The Kinjani was about the best boat on the lake and well equipped for fighting. A wonderful reception awaited us on our return with the prize. The Belgians had witnessed the fight through their telescopes. They sent trains down

the line to bring up all the whites and the native troops to form a guard of honor on the beach.

There were 2,000 black and white soldiers with fixed bayonets, about 2,000 niggers and their women. The scene with the shining sun was gorgeous—one mass of color and flashing steel. The Belgian officers tried to kiss us—some actually did. The niggers danced and rubbed sand in their hair, and a salute of twelve gun from the short batteries was fired as the Union Jack was hoisted on the German boat.

I had the honor of taking Mimi into action and was at the wheel. Toutou was under the heaviest fire and had some very narrow escapes.

This victory means so much. All throughout the Congo the Belgians have laughed at our "toy boats," as they call them, and ridiculed the whole expedition. The toys, however, have more than justified our existence here. They have done more than the whole Belgian fleet has done in eighteen months. Now we practically have command of the lake and shall be very pleased to meet any boat or boats the Germans like to send against us. We are delighted at our success, but the Doctor regrets that there are no casualties for him to practice his "masterly inactivity" upon.

February 13, 1916.

On February 9 we sighted the Hedwig Weissman, a large German armed steamer, and went out to attack her with the Kinjani, renamed Pili, and the Mimi. Toutou was laid up for repairs. The German ship came toward us, but, on seeing the British ensign, flunked a fight and turned to get away. The Kinjani was not fast enough to overhaul, so Mimi went after her with orders to fire at long range and to generally worry her into a zigzag course, or to make her fight in order that the Kinjani could come up into range. We overhauled her and opened fire at 3,500 yards, to which she replied with the stern guns. After forcing her to zigzag and lose speed, she turned her big guns on us, and by this time the Kinjani was able to open fire, and we were ordered to draw off. Shell after shell found its billet on the Weissman—our gunners were marvelous, and in 10 minutes she was on fire and sinking. We picked up twelve Germans and nine blacks; the remainder of the crew were either killed

or drowned in the ship. The prisoners we took were naval men from the Königsberg, which the British sunk in the Rufiji River.

We have now absolutely cleared the lake of the German gunboats—not so bad for Mimi and Toutou. One boat was captured, one sunk, and one other of 600 tons blew herself up to save being captured.

The original crowd are still intact—no casualties, thank God! We have had tremendous luck. In all our fights shells have fallen all around us, but never a hit, and on several occasions, when landing troops, we have had volleys fired at our boats, knocking splinters of wood into our faces, taking a heel off a boot, etc., but doing no harm to the crew. We are just off in Mimi to land a shooting trip, as we have native information that herds of buffalo are in the vicinity. Bismarckburg, June 17, 1916.

We have been patrolling the German coast of the lake day and night in order to prevent reinforcements being sent by lake to either the north or the south of the colony. In addition

we have been supporting the left flank of the Rhodesian troops advancing from the south.

On June 12 Bismarckburg fell into our hands and, since then, have had the pleasure of living in comfortable German houses. Bismarckburg is quite a useful fort, surrounded by trenches, dugouts, blockhouses loop-holed in three tiers, and commanding flat, open stretches of ground on three sides, with the lake forming the western boundary. We have been in touch with the Rhodesian forces and have seen the men, after tremendous forced marches in tropical heat and carrying sixty pounds of equipment. They arrived at Bismarckburg after making forty-two miles in thirty hours, and on half rations. Poor wretches! I have never seen men (not even in France) so dead beat. The route they took was over a range of hills 2,000 feet high and strewn with rocks and boulders. Yet it was remarkable how cheerfully these fellows endured their hardships.

October 5, 1916.

We had an interesting and exciting

time on one of the largest rivers in Central Africa. I was in charge of a barge, with stones, etc., paddled by hippos. I shot one in the head as he came for us. He got right under the barge and lifted her stern almost out of the water—not bad lifting, as the barge was loaded with nearly ten tons of gear. On the banks of the river are to be seen crocodiles, haribou, crooked crabs, and about every kind of tropical bird.

This has been a wonderful experience, but there is a touch of pathos in it all. One sees beautiful plantations of palms and signs of old villages which must have had large and prosperous populations at one time, but sleeping sickness has wiped them all out. On the shore we found huge native jars of beautiful workmanship and dilapidated fortifications that were almost impenetrable. Sleeping sickness is a terrible scourge on both banks of the river.

This country is wonderfully picturesque, with the broad rivers, beautiful

palms and tropical vegetation on the banks, and the beautiful birds. It is gorgeous. If one could only do away with the tsetse and mosquito it would be a white man's paradise.

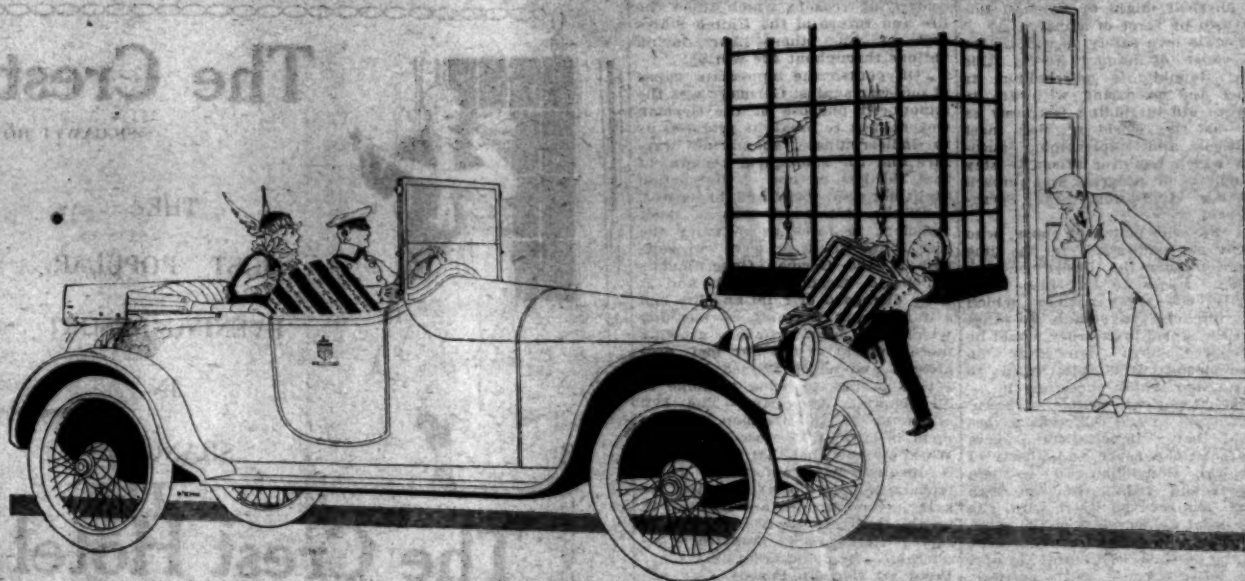
Scotland, February 8, 1917.

We left Tanganyika on October 13 and, owing to the fact that the Congo was at its lowest and, therefore, not navigable, we had to trek south through Northern Rhodesia to the railroad, over 1,000 miles.

Our journey took seven weeks to the railway. We walked 500 miles and did the rest by river in native canoes. The river trip was very trying, as, for 300 miles, we were in the Bangweulu swamps, with half the expedition down with malaria and no doctor.

We at last managed to reach Cape Town on December 4 and remained there until December 29, each day expecting orders for home. On the 29th we sailed on the Briton, a transport, together with seven other transports, and, after thirty-six days at sea, reached the dear old country safe, but cold.

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which arrived per s.s. "Kenkon Maru" have all been sold. A few of the next shipment, due here in about two weeks, are still unsold.

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## ROSSETER INDICATES U. S. OPPORTUNITIES

East Indies Products Should  
Cross Pacific, Not Go  
Via Suez

San Francisco, Aug. 16.—How a sudden and notable change was made in the great drama of the world's shipping when the periscopes of German submarines began to appear in the Mediterranean, was told to the members of the Commonwealth Club at the St. Francis last night by John H. Rosseter, vice-president of the Pacific Mail and manager of W. R. Grace and Company. He said:

"At present only five ships crossing the Pacific and three running to the South Seas carry the American flag. However, it is at least a start. No Encouragement.

"Is it not sad to think of our own United States as the only Government not maintaining or encouraging—to say nothing of discouraging—steamship communication with its insular possessions? I refrain from contrasting our attitude in that respect with a firmly established policy with other nations, notably Great Britain, France, Holland, Italy and Japan.

"Revenues of sea-borne commerce as a national resource have never been understood or appreciated by our government. Our shipping needs are the foremost question of the hour. No use of dwelling on mistakes of the past. It is for us to win anew the leading place in the ocean race of nations.

"At the moment, a wonderful opportunity awaits our enterprise. That which might have taken a generation to accomplish is now within our grasp. The war has worked a great change in trade routes, especially to the Indies.

"At the outbreak of hostilities, the German lines immediately disappeared and with the appearance of the submarine in the Mediterranean, the British, French and Japanese lines were compelled to abandon the Suez Canal route.

**Causes High Rates**  
"The longer route, via Cape of Good Hope, and the great destruction of ships wrought by submarines has resulted in a severe congestion and very high freight rates.

"The change of greatest interest to us is the dislodgment of the artificial channel of trade built up by our European competitors, via Suez. Do you realize that the United States consumes more than 60 per cent of the products of the tropics, which means largely the products of the East Indies; that prior to 1916 we were receiving these articles via London, Rotterdam and Hamburg.

"If the situation is properly handled, I believe firmly that a very high percentage of this Eastern commerce will always move via Pacific Coast gateways."

## U. S. Women In France Form A Relief Corps

Wife Of Ambassador Sharp  
Heads New Red Cross  
Organisation

Paris, August 6.—The Woman's War Relief Corps in France has been organized under the authority of the American Red Cross. The object is to give the American woman in France, irrespective of the particular relief work in which she has been engaged, an opportunity to become a part of the great army of relief workers, thereby emphasizing the solidarity of the common effort.

The officers of the corps are: General Directors, Mrs. William G. Sharp, wife of the American Ambassador, Executive Committee, Mrs. Robert W. Bliss, wife of the Counselor of the Embassy; Mrs. Edward Tuck, and Mrs. Ralph Preston; Secretary, Mrs. George B. Ford; Treasurer, Mrs. Charles Scott.

The corps will include the following divisions: Canteens, diet kitchens, training and auxiliary nurses, information, social service, refugees, surgical dressing, and the blind.

## PREPARES FOR BIG U. S. ARMY IN 1918

French Lending Assistance In  
Arranging Aviation Camp Near  
Front For 15,000 Sammies

London, September 8.—A correspondent of the Associated Press at the American Field Headquarters gives an interesting description of the preparations now being made along the length of the American lines of communication on the western front for the reception of the big American army of 1918.

He refers to the unlimited assistance the French are rendering, including the lending of thousands of German prisoners, the majority of whom are preparing a remarkable American aviation camp where accommodation will be provided for 15,000 student flyers in an aviation field several miles square, probably the largest in the entire war zone. The Americans at present are studying in the French schools with marvelous machines and are regarded as extraordinarily apt pupils.

Big quartermaster stores with specialist managers have been established and also medical reserve bases from which the field and base hospitals can be supplied.

## IS HAPPY FATHER OF TWENTY-THREE BABES

Dickey Believes That He And  
His Wife Are Examples  
For World.

Canaan, Me., August 4.—"I believe that God is using Mrs. Dickey and myself as examples to the world in having us raise children that people may see what God intended every couple to do," emphatically declared Charles L. Dickey of this village, father of twenty-three children.

He claims the world's record of being the father of the greatest number of living children. He is fifty-eight years of age and Mrs. Dickey fifty-one. Both are younger looking than most people at that age. They are proud of their large family. The oldest son, the Rev. Arthur Dickey, is pastor of a church in Santa Rosa, Cal.

Nature deals bountifully with the Dickeyes in other things besides raising boys and girls. Mr. Dickey, who is a farmer living in a one and a half-story house here, has always reaped bountiful harvests. Many agriculturists about Canaan have sought Mr. Dickey and inquired into his methods of raising such excellent crops.

Mr. Dickey is a small man with twinkling blue eyes, who seems to be at peace with all the world. He says the secret of his happy life is not worrying. It has taken fifteen barrels of flour a year to feed his flock and 115 bushels of potatoes. Mr. Dickey, who is a philosopher, says:

"My family is large, but I find that prosperity has increased with me at the birth of every child. The value of children cannot be estimated in money. They are man's chief happiness in this world.

"God put man here to earn his living by the sweat of his brow, and woman to bear children to her sorrow, and if she does not do so she will have to suffer hereafter.

"You can see that our system of raising children is the same as our system in other things," he declared. "One man in the world has a lot of money and another has none. The only difference between John D. Rockefeller and myself is that Rockefeller has all the money and I have all the babies.

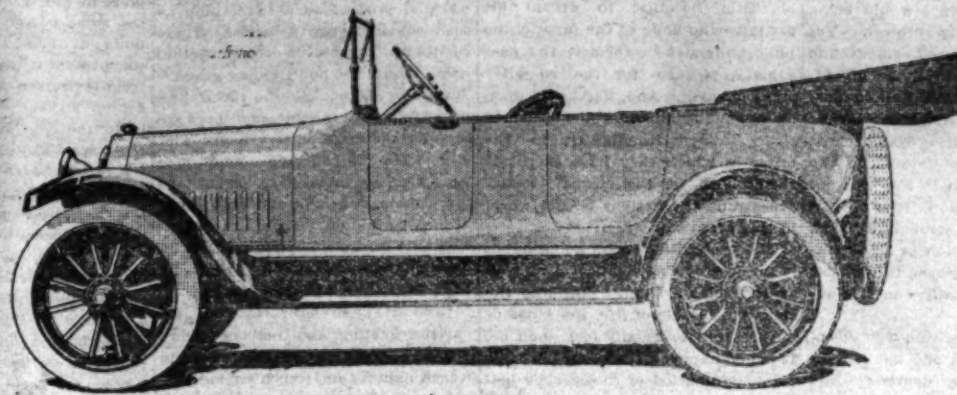
"I find it hard to raise a large family of boys and girls, but I enjoy it. I love children. I not only like my own children but I like all other boys and girls.

"It's a job to bring up twenty-three children and bring them up right, but of course a great deal depends on the mother.

"When I have bought anything I have paid for it. If I did not have the money to pay for something I wanted I waited until I did have it before I bargained for it. I own two farms and do not owe a dollar in the world.

"My wife and I never find fault with our station. We take things as they come. God never puts upon us anything that we cannot bear. We would not swap our family for all the money in the world."

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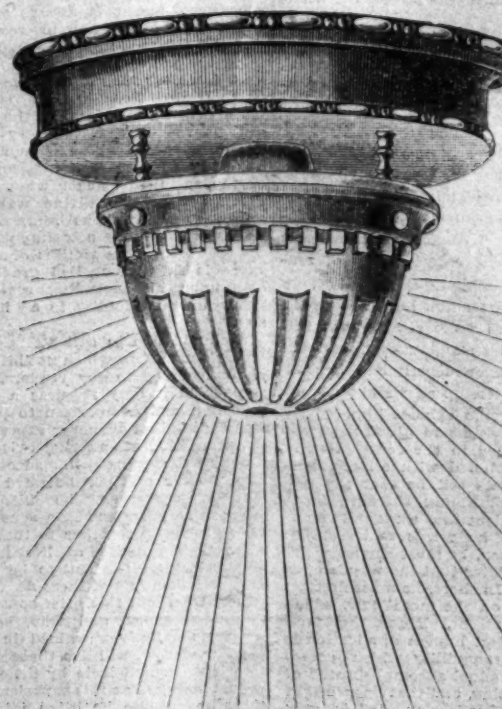
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## Reconciliation To War

By Thomas L. Masson

FEW know what Peace really is. The assertion that nearly all the world is now at peace would bring forth an immediate protest. Yet such is the case. To any sympathetic intelligence the proof is evident.

For example, is it not quite understandable that, since the President's war message, America has been at peace for the first time since the Lusitania went down? Peace is not necessarily an illusion; it is only a misnomer, a term wrongly applied. The ordinary condition in any country, when we are pleased to say that it is at peace, is really one of warfare.

All the elements within that country are at war with one another, in greater or lesser degree. The suffragists are fighting with the anti-suffragists; the proletarian is fighting with the plutocrat; the fanatic with the conservative; vice with virtue. Each element, indeed, is striving to assert its own mastery over all the others, or, perhaps, fighting to maintain its own existence. Thus we have warfare when the nation as a whole is declared to be at peace. But when the nation is declared to be at war all of these elements unite temporarily for a common purpose, this union being a gradual one in proportion as the pressure of the war increases. Lord Northcliffe declares that even now England is prodigal of her food. The glut has not yet wholly surrendered.

But much deeper than this union of material things in such a nation is the union of its invisible elements, producing a constantly deeper spiritual peace in proportion to the common spiritual peril. At the present time we have several nations in various stages of this inward peace, and from the historical, biological, psychological, and ethical standpoints it is well worth while to study and compare them. We shall, if so we will, obtain from this comparison a deep personal application which, in this time of strain, ought to be of great service to each one of us.

France is the highest type of peace in the world today. Belgium struck the first blow for her own peace when she resisted the Hun. Britain knew instinctively and instantly there could be no peace for her without joining France and Belgium; and the sense of Britain's great peace has grown upon her as the war has gone on. And how is it with us? Think of the days, the weeks, the months, the years after the Lusitania—and shudder for America's spirit of real peace, that began to come over us only after the declaration of war. It is indeed a great thing that Germany has done for such a large part of the world to put it at peace with itself.

And Germany? Is that country at peace? Upon the answer to that question hinges the fate of the whole world.

Peace as I have defined it, whether it be individual or national, is nothing after all but the consciousness of having fulfilled the moral law. In plain terms it is only going what we know to be right, and this question of what is right, as Kant has so plainly pointed out, is a priori. In reality it is the foundation of all character. It is entirely independent of any process of reason. No sophistry affects it; every man, no matter how low in the scale, Kant shows quite clearly, has this sense of right and wrong; and the most abandoned criminal understands his errors as plainly as the clergyman who exhorts him.

Psychologists and physicians who are interested in the redemption of patients afflicted with certain personality habits tell us that the first condition preceding the cure is to get the patient into a mental condition where he wants to be cured; that is to say, he must surrender his obsession. After that the way is open to a cure. In short, he must first get a foothold on the moral law, which is always present. Peace, therefore, in its broadest human application is only the tranquility which comes with the gradual accomplishment of the right thing, and that "peace that passeth all understanding" is only the perfect co-ordination of the human will with the moral law.

Thus we move along in the great scale of consciousness from the vast struggle of particles, whether those particles be within the organism of a single individual, or whether they be masses of human units in a group of nations, up to the final reconciliation of all things, the ultimate simplicity. It is this eternal Peace which men look forward to and term variously Brahman or Utopia

or the brotherhood of man, according to their environment. It is the final nothingness which inspires the idealistic Socialist to dream his dreams—the hope of the fanatic, the philosopher, the reformer, the passionate pleader for the so-called rights of man. And, like beads upon an ascending wire, in the order of their inward tranquillity, in the order in which they have sacrificed themselves for this eternal Peace, are strung the nations of the world in this great war.

The process is always going on; it is the law of the microcosm as well as the solar system. But, like the common miracle of life, the sense of its presence is usually lost upon us. It only happens that now in this particular period of the world's history we are the fortunate spectators of the almost visible action of this great law. The mists are cleared away for one chronological moment, and we see England, France, Russia, Belgium, America—each one of them an individual unit magnified millions of times, in spiritual action, their palpitating souls visibly working. It is a rare spectacle, and we must not lose sight of it until the application has come to each one of us.

I have said that America has only just started upon a war which is the beginning of peace. Just as in "Pilgrim's Progress" Christian on his journey saw Faithful before him, so America sees France:

"Then said Christian aloud, Ho, ho, stay, and I will be your companion. At that Faithful looked behind him; to whom Christian cried, Stay, stay, till I come to you. But Faithful answered: No, I am upon my life and the avenger of blood is behind me. At this Christian was somewhat moved and, putting to all his strength, he quickly got up with Faithful and did also overrun him; so the last was first. Then did Christian vain-gloriously smile because he had gotten the start of his brother; but not taking good heed to his feet he suddenly stumbled and fell and could not rise again until Faithful came up to help him.

It is perhaps well for us in America when we boast of how we are helping to end the war by sending a handful of men over to the western front to ask ourselves whether after all we are taking good heed of our feet. No more propitious time for a nation to cultivate humility was ever offered.

Peace, therefore, as I have ventured to define it, is always based upon sacrifice. And what is sacrifice? Sacrifice implies the relinquishment of that which we hold most dear; it is the sloughing off of material things we have hitherto deemed indispensable; and it is a curious and interesting commentary upon human actions that sacrifice is rarely voluntary. When sacrifice is made it is made in obedience to a higher motive. Abraham at the command of God makes ready to sacrifice his son Isaac—but it is always at the command of God and in response to an a priori impulse emanating from the moral law within. So we send forth our sons to battle because that transcendent idea of eternal peace lays upon every man the stern duty of the present. We say there can be no peace with dishonor. One has only to witness the discomfort of the so-called slacker whom God touches with this divine wand of sacrifice and awakens him, as he struggles with the new impulse, to see that we are the victims of an inexorable fate, compelled gradually, and upon an ascending scale, to yield up our identity to a higher law.

I should like to call attention to a very simple fact which no hitherto have occurred to my readers, and yet which it only requires a little reflection and comparison to prove. And that is that we never experience the same kind of suffering twice, although the causes in succession may, so far as their outward content is concerned, be identical.

Suppose a father has twin sons who have grown up together to that age when their promise of life in its highest aspects is about to be realized, and then one of them dies. The father, to whom this grief comes as a sudden shock, and who, so to speak, is entirely untrained in this peculiar sorrow, will live through an experience which little by little and by just so much as this experience is of value to him be lifted into an entirely new level of spiritual consciousness. The spirit of resignation over his loss will be gradually succeeded by a much loftier conception of God and the universe. But what then if the other son goes? The father will be utterly incapable of living over his former suffering. Something has happened to draw him closer to God.

The realization and understanding of this great law of discipline—that

(Continued on Page 11)

## Realistic Training At Base Camp Near Front

Outline Of British Methods Shows How The American Soldiers Are Being Taught—Trenches Flooded With Gas For Practice

The following account of a base camp in France, furnished by a British officer shows the kind of training which American troops under General Pershing are receiving near the battlefield.

Troops arriving in France from England proceed to a base camp as soon as they are debarked. These camps are capable of accommodating many thousands, and training grounds have been laid out close to them. The men are housed in tents, and there are huts for the camp officers, messrooms, and so on. It has been necessary to construct special railway sidings to serve them, and light and water have also to be laid on. There are recreation huts controlled by churches of all denominations, Salvation Army and Y. M. C. A. huts and a cinema hut.

Grounds have been laid out for bayonet fighting, and bombing pitches and a trench system for teaching trench fighting and trench engineering arranged. There are also dugouts which can be filled with asphyxiating gas to illustrate practically the efficiency of the gas helmet, and lecture rooms, in one case amphitheatres dug out of the sand, with their walls reinforced with petrol tins. At one of the camps the instruction staff consists of about 200 officers and non-commissioned officers, the majority of whom are sent down from the front for a few months from the formations which the drafts at the base will join.

Troops from England arrive at the base camps completely equipped for the front, with the exception of their rifles and side arms, and these are issued immediately on arrival. They are then classified under one of three headings, under which all men at the base fall, either as requiring further training, or as not at present available for reinforcements, or as ready to proceed to the front at once. Demands for reinforcements from units at the front pass through General Headquarters to the base commandant, who sends men up to join their regiments as they complete their training at the base. As far as possible men are sent to join units of their own regiments, but this is not in every case possible.

When the soldier lands in France an important branch of his training is still before him. The advantages of the system already noticed, the country in which the camps are situated is admirably suited for maneuvers, wide ground of this nature in England is limited, and finally the breach between leaving England and arriving at the front is less pronounced if a short time is spent at a base training camp on the way.

The short, but important, course of training is designed partly to maintain the degree of discipline and physical fitness attained in England and partly to insure that a sufficiently high standard of efficiency is reached

before the men leave for the front. It was found in the earlier periods of the war that men drafted from reserve units at home had not all reached the same level of efficiency, and the course at the base not only insures that this level is reached but tends to make uniform the training of men coming out from a large number of different units at home. Officers and non-commissioned officers are separated from their men and trained independently, and no man is permitted to leave the base until he has satisfied the commandant that he has reached the required standard.

As a preliminary to his course at the base, the man fires a short musketry course on the 30-yard range there. It is usually found that the accuracy of the shooting is good, and subsequent musketry instruction is of a technical or theoretical nature, consisting of fire direction and control practices, carried out on "landscape" targets, and rapid loading and aiming, the necessity for which the war has justified probably more fully than any other branch of training.

After this preliminary instruction is developed in two main directions: that of maintaining physical efficiency and accustoming men to some extent to the exertions which will be required of them, and that of supplying them with certain technical or special knowledge which will be of service to them under conditions prevailing at the front.

The training of the men's physique is not confined to the physical course of physical drill, though this has its place in the schedule. It is considered that the demands made on the physique of the troops in this war call for special training, under conditions approximating, as far as possible, those existing at the front. Men are practiced in advancing, carrying their arms, ammunition, and kit as they would carry them in the attack, and are shown in a practical manner that, unless the advance is slow and steady, they will be too exhausted for fighting before they reach their objective.

They are required to jump trenches, bars, and other obstacles, carrying their fighting kit, with the object of demonstrating to them, in a practical manner, what is required of fighting troops at the front. Bayonet fighting also plays a prominent part of this section of their training. The war has revolutionized our ideas of the use of the bayonet. In the old days there were those who regarded it as a weapon whose uses had passed, but there are probably more at the front today who regard the rifle without its bayonet in that light. The men are taught to use their bayonets in a practical way by attacking a stuffed sack suspended a few feet above the ground from a horizontal bar; points are marked on the sack, at which they are required to aim their strokes.

An exercise is carried out in which two opposing ranks lunge at each other with poles, the ends of which are padded with sacking, alternately parrying each other's thrusts. Another stroke, which hand-to-hand fighting has introduced, is the "short jab," an upward thrust, made in a crouching position, with the bayonet

held a few inches from the face. Men are taught to carry their bayonets in this position as they advance along the trenches; if an opponent is met, it is at once ready for use.

Although much of the work is necessarily practical, close order drill, upon which all good soldiering is based, has its place in the training scheme at the base. There are bands in the camps, which play the troops to and from their training ground, and the discipline and soldierly bearing learned on the parade ground in England are not allowed to evaporate. A man who cannot do his barrack square drill may not go to the front.

The special conditions of trench warfare have necessitated much technical training in weapons which are neither new nor modifications of appliances formerly thought obsolete. The grenade has come into its own again, and a weapon, in the use of which no training at all was given before the war, (except a little instruction in the rifle grenade,) is now the most effective small arm in the hands of the infantry.

Gas also has become a contingency to which men must be accustomed during their training, and trench engineering and allied subjects, such as the construction of wire entanglements, call for special instruction before drafts are fit to take their place in the trenches. At the base camps a careful course of grenade throwing is carried out. At first the men are taught to hold and throw dummy grenades, and before leaving all are practiced in throwing live bombs, and confidence in their use is inspired in them. Drill in adjusting gas helmets occupies a prominent place in the course, and the care necessary to maintain the efficiency of the helmets is explained to the men. They are passed through a dugout filled with asphyxiating gas, and the efficiency of the apparatus with which they are supplied is practically demonstrated. Gas is more dangerous to the morale of the troops than to their actual safety, and this demonstration of its harmlessness, if the right steps are taken to counteract it, through which every man going to the front must pass, does much to disarm the gas attack of its worst terrors.

Before going to the front the men are also taught how to put up wire entanglements, working on a system by which the greatest amount of wire can be put up in the shortest time with the least confusion; this work is performed in full kit, and the men are taught it like drill, until they can carry it out at night in perfect silence. Filling sandbags and similar work is carried out in the same way, and the night work of the trenches is reproduced as far as possible. In the trench systems which have been constructed at the camps, flare lights are used, and with their assistance the men practice in detecting patrols, working parties, and so forth.

Not only troops from the United Kingdom go through this course of training at the base camps. Drafts for the colonial armies train there with the English troops, and the association in the camps, though a short one, tends to inspire mutual confidence in the trenches.

## How The War Waits On America

The Facts Which Seem To Foreshadow A Four Years' War—But A Final Victory

Mr. Frank H. Simonds, one of the acutest students of the war, surveys the meaning of the present pause in the War in the American Review, and shows how it waits on the arrival of the troops of the United States in France.

"Remember," he says, "that the British have now to their credit a long series of local successes. They have in the last year captured at least 75,000 German prisoners, probably nearer 100,000, with a loss of less than 10,000 prisoners themselves. They have taken between 400 and 500 guns without losing a single piece, and they have driven the Germans back at all points when they have attacked. They have established an artillery superiority frankly conceded by the Germans.

"And here, for the present, it would seem the western situation must stand. It is waiting, I believe, for the arrival of sufficient American troops to give the Allies in the West that numerical superiority in reserves necessary to bear the great losses incident to a general, sustained offensive like the Somme, which cost the British and the French not less than 750,000 killed and wounded, and 750,000 between 600,000 and 700,000.

"To me the present pause means that the French and British High Commands have definitely laid aside all thought of a victory—a decision—in 1917 and mean, aside from local attacks designed to improve their positions and drive the Germans out of high land and down to the plain, as at Arras and Ypres, to await another year—and America.

"This means that the British are satisfied that the submarine menace will not win the war. It must mean that they are convinced that, despite great losses, it will not bring starva-

tion this year or next. It must mean that the Allies believe they can face the hazards of another year of war better than the colossal expense in lives and an effort to get a decision this year, with Russia out and America unready.

"Unless all signs fail, American troops will be in the battle line when the real great advance begins. The arrival of General Pershing in France is the first sign. We have been promised by the Administration that an American division will follow soon.

"But it will be a case of many divisions. We should have, to play any useful part next summer, at least half a million men on the western line. And if the war goes into 1919—as now seems probable—we shall need a million. For this, I think, the French and British will wait. France, looking to the future, to the continued existence of the race, can make no more great sacrifices. Even the British are beginning to face the problem of men. When we come they will do their full share, but until we come neither will dare to make great payments in human life for small gains.

"We may accept the statement of French and British military authorities that they have deprived the Germans of all chance of making a western offensive this year as probably correct. This is the real achievement of the British and French attacks. They have consumed German reserves in great quantities, perhaps in sufficient numbers to keep the Germans on the defensive in the West. Not improbably the Italians have done the same in the case of Austria.

"But, on the other hand, we may accept the German assertion that their position in the West has, despite local fractures, endured the great storm of the Anglo-French attack. The preparations of more than six months have not sufficed to permit the Allies

to get a decision in the West, for the very simple reason that German numbers and munitions remain adequate to hold the western front.

"We shall see, I believe, one or two more blows like that struck at Arras and that later delivered at Ypres, one quite probably about La Bassée. The Arras blow was so successful at the outset that it led the British forward into a sustained effort profitable because of the losses imposed upon the Germans, but bringing no subsequent progress to warrant insistence.

"On the other hand, the Ypres blow, like those of the French last year at Verdun, was a brilliant, complete and rapid achievement of a local objective; it gave the British an admirable position; it turned the Germans out of one of the best positions on the whole front and it resulted in the capture of prisoners and guns and the demoralization of a section of the enemy front—temporary, but of permanent moral value.

"No one in Paris or London, or for that matter in Washington, now well informed, expects the war will be shorter than four years," concludes Mr. Simonds.

"But 1919 is now becoming more and more a possibility. The belief that American aid is indispensable to a real defeat of Germany rose hand in hand with the belief that America cannot be ready next year; that we shall take as long as the British to get large and well-equipped armies to France. The Battle of the Somme opened just twenty-three months after the outbreak of the world war. Twenty-three months from April of this year would mean March, 1919. And it was only at the Somme that the 'new' British armies began—it took another year to learn the lesson which has made the victories of Arras and Third Ypres possible."

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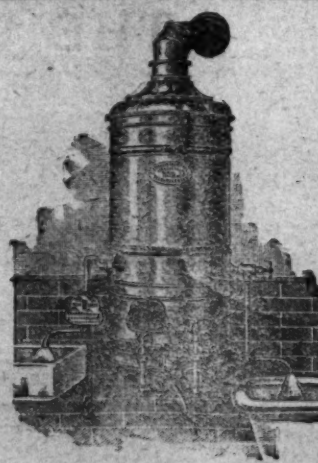
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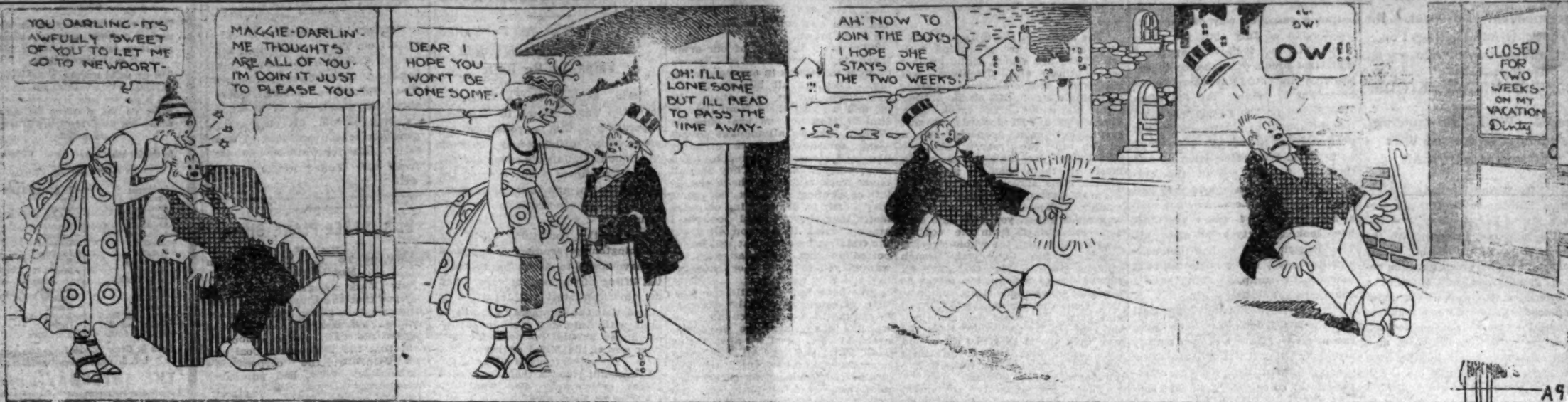
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# Bringing Up Father

By George McManus



## Reconciliation To War

(Continued from Page 10)

the trial which at the time we so passionately resent, not only can never occur again in just that way, but that it must have happened once in order to secure us forever against its repetition, is by far the most important development which can come to the moral consciousness of any human being. We stand abashed before its working, like children in the presence of some great natural force, seen for the first time. And it is the innate consciousness that this great law is as good for nations as for individuals which

is giving France the power to fight on and breeds a deep sense of eternal peace in the hearts of those engaged in this titanic conflict. They say, indeed, that history repeats itself. Only in its outward forms and sequences, never in its internal values. We have come to learn, out of the vast historical sweep of sorrow and bloody death, that the individual does not count, and that the eternal ideas with which God has builded His universe can only come home to us when, through constantly enforced new sacrifices, our spiritual eyesight becomes trained to the great natural

features in the landscape of the moral law. Is it easy for the common man to understand all this? It is not only easy, but inevitable. Be assured that for every human life sacrificed either on the field of battle or in the depths of the ocean the new sense of eternal liberty for all men will be strengthened. Every hero who goes to his death is like a deposit in this bank of liberty, drawing eternal interest for posterity. For one thing, distinctions are leveled in astonishing ways hitherto deemed impossible. I was interested in the other day in talking with a young man who had enlisted in the naval reserve and who showed me a paper he was requested to sign to the effect that he would perform any duty assigned to him. The signing was of course voluntary. He was shortly to sail for France.

"I'll never come back," he said. I had hitherto known him as a thoughtless boy of 21. His friends spoke of him as a "tightwad." Stories of his selfishness were current among his friends. I asked him to tell me frankly what impelled him to sign the paper which he regarded as a death warrant.

"Well," he said, lighting a cigarette, "I didn't have to sign. Believe me, that boat will never get across. Why a rifle bullet would go through her. Many of the engineers refused to sign, and they have been transferred. But I thought it over had made up my mind I would have to see this thing through."

That, of course, is a common tale. Because it is so common we lose sight of its significance. Every boy of twenty-one is a hero. It is a natural consequence of life. We see then a whole nation with these elements of individual courage lying latent in times of so-called peace, feeding on its natural resources, selfish, prodigal, morally soft, and then suddenly aroused to a sense of its danger, called by God (if you will) to suffer, to become trained in a new spiritual ascendancy.

Meanwhile we Americans, taking stock of our own souls, feeling ourselves exultantly at last drawn into a world struggle because we divine, realize that it is the only way we can be at peace with ourselves—we say, What is Germany?

What is this power of evil rising over the consciousness of the world like a hideous miasma, choking us with horror? What is Germany?

To understand Germany we must know ourselves. It is useless to accuse her as if she were a common criminal. Out of our vocabulary comes life. Germany (as we all are) is only the inevitable outcome of a previous vocabulary. The indissoluble union of Abraham Lincoln, "of the people, for the people, by the people," is the America of today.

The blood and iron rule of Bismarck is the Prussia of today. Words are cornerstones of empires. We have only to apply this law to our individual lives to see how it works. Whatever we are we can trace back to words fixing themselves long ago as formulae in our consciousness.

Now as to what we think Germany is, on the surface we say that she is Prussianized; that is, possessed of the evil spirit of militarism. We started out in 1914 with the nonchalant thought that Germany was a bad neighbor and would, therefore, have to be disposed of. When she was not so easily disposed of as we had thought, then a great fear came into our hearts that perhaps she could not be disposed of. Germany, so far as our psychology was concerned, was like a bad habit which had all unconsciously grown upon us until we gradually waked up to the fact that unless we could conquer her she would utterly possess us. That made us desperate and a dual danger came over us. First, Germany as a bad habit, was always breaking out in new places. When we thought that the ordinary horrors she offered us were surely the end of her capacity for horrors, then she offered us new ones. Rheims and Louvain were succeeded by the Zeppelin raids to which, with a mocking satire, we attached the phrase "women and children first."

And then the massing of prisoners in the front ranks, the gas attacks, the slavery of women, the murder of Edith Cavell, the destruction of fruit trees and wells—all the array of frightfulness—kept us occupied with new sensations. Second, we began to realize that it was as much due to our own weaknesses as it was to Germany's strength that she was winning against us. In short, the more we struggled to overcome Germany, the more it became evident to us that we were struggling to overcome ourselves. And so now we begin to see, just as in the beginning we saw that the thing we called war was in reality peace—now we begin to see that we are going to win a war not against Germany, but against ourselves. Germany, in short, is an illusion of the human mind. There is no Germany as we have come to hear it said there is. There are only our own weaknesses. We have but to consider these weaknesses for a moment to understand that, if they had not been present, there would have been no war and no Germany in the sense that we have come to believe Germany is today. And by "we," I mean, of course, the Allies, for I do not believe that any real American who has thought and felt this war from the beginning could have had any other idea of his country as being apart from the struggle, however much outwardly he may

have considered it temporarily expedient to acquiesce in a surface neutrality.

Germany, therefore, never has been, nor is she at all today, what we think she is. Germany is incidental to our own main purpose, which is to conquer ourselves. We have but to think of the sort of things that have been going on since the war broke out to realize in the gigantic world scheme the deep necessity of Germany's conscription—income leveling—woman's work—the purification of Government leadership—the awakening of the Colonies—the coming freedom of Ireland. Thus much for Britain. And consider Russia. Consider also the new nationalism that has sprung into life almost over night in this country. It is all an impressive list. Not until the social consciousness of the world has been forced up to a new level, and this as a permanent contribution to posterity, can the thing we call Germany be conquered. That is why we are having such a hard time doing it. We ought to. It is the only way that mankind can be regenerated.

And the answer to the question as to whether Germany, like us, is, on her part, struggling for peace, we do not know. It is not given to us now to know. We shall only know Germany as we come to realize ourselves, and even then we shall not know what this so-called evil thing is that has risen out of the Teutonic mists to place its studded heel upon our necks. We know only that it could not have been if we had not permitted it to be; and born anew from La Fere Champenoise, from the heights of Verdun, from the sweep of the Somme, from Amiens and Arras, we see that for the human soul in its onward march eternal vigilance must ever be the price of liberty.

Lord Roberts, for eight years calling upon Britain to prepare and hooted out of lecture halls, was like the admonishing voice of conscience which says "Look to yourself." Yet I repeat, for emphasis, what we must come clearly to understand is that, whether we think as a nation or as an individual, the object of our preparation is not so much to defend ourselves against a common enemy as to overcome our own weaknesses. Mere physical equipment, guns and ammunition, are of no consequence except as a pitiful symbol of man's spiritual weakness. The call of the nations to lay down their arms on the part of peace advocates is like requesting the cowboys in a Western mining camp to throw away their guns. Put one of these cowboys in Concord and he would be ashamed to be seen with a gun. So we must create new spiritual conditions and this can be done only through universal human sacrifices. We are likely to recoil in horror from the thought of so much destruction of life because we overlook one simple fact. When we think of physical suffering, we think of it in masses; we see countless human beings shot to death, long lines of wounded, almost unimaginable stretches of agony. And when we think of this agony being endured, owing to a perfectly natural illusion, we think of one person bearing it all. We have, however, no moral right to do this. Each has his individual share of suffering and no more. It is quite probable that each one of us some time in our lives has had to bear as much pain as is borne by the average individual on the battlefield. I say to myself (and this is all that I have by right to say or know, because I do not actually know otherwise) that I can bear I myself am capable of bearing what I have to bear. It may be hard, but I can bear it. I can die but once. If I suffer, I can suffer in the same way but once; and furthermore, my experience has taught me that this suffering, whether it be physical or mental, in the nature of things must be and is precisely what is best for me. But still greater than all this is the conviction that my own duty, no matter how it may come, will not rob me of anything.

On the contrary, I rejoice at the thought that through it there may be an advance made somewhere. In short, my death, with whatever suffering may attend it, is only of consequence when it serves—that is, when, as a unit, it is added to all the weight of suffering through which the human race may finally be redeemed. And as for a man's life, any part of it is equal to the whole.

Now if we look at the matter in this way we shall come at last to understand this great war. We must drop its physical aspects at once—must cast the aside. What passes before our physical eyesight is nothing but the visible reflex of the clash of moral ideas that are being fought out within the human soul. We really live not in deeds, not in thought, but in moral reactions. Each man, as Emerson says, is an impure God. So long as the memory of man lives the name Germany will symbolize horror. But that horror, while it seems to be symbolic of a particular race of people, is in reality not so. It means only that during a certain period in the history of the human race—say from 1914 to 1918—there came to all the great nations of the world a great moral re-adjustment, in which it was discovered anew that only by ruthless sacrifice of certain elements within itself could the world advance a step forward in the vast chronology of human liberty. And by a singular paradox it would seem as if this upward spiritual movement were to be accomplished by the sacrifice of the best. So with rigid hearts we mourn for the flower of the young manhood of France and Britain, (and will

doubtless soon of America,) and mourning, say, "Why should these have to go?"

Yet is this not always so? Are not all of us, in our own individual battle of life, constantly under the stern necessity of relinquishing that which we have come to cherish the most? And do we not, in the light of a fuller, richer experience, come to say at last, "Lord, Thy will be done?"

## War Time Wallops

B. L. T., of the Chicago Tribune, has an argument that the liquor interests refuse to use. It is that prohibition would mean a scarcity of washerwomen.—Toledo Blade.

The mistake of the Germans who conspired to spread tetanus is that they did not scatter the bacilli of lockjaw in the United States Senate.—New York Evening Post.

The I. W. W. committed their great tactical blunder in starting the trouble in a State where all a man has to do to be mobilized is to put his hand in his hip pocket.—Boston Transcript.

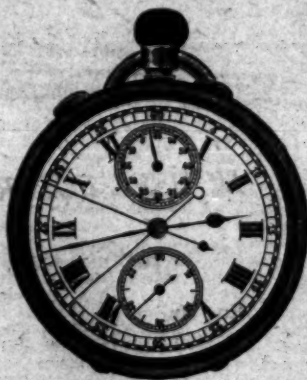
The Kaiser may have lost control of the Reichstag, but he is still able to muster a few votes in the United States Senate.—Boston Transcript.

It is said that the Crown Prince lauds U-boat warfare as the last argument of kings. Let us hope it may be the last.—New York Sun.

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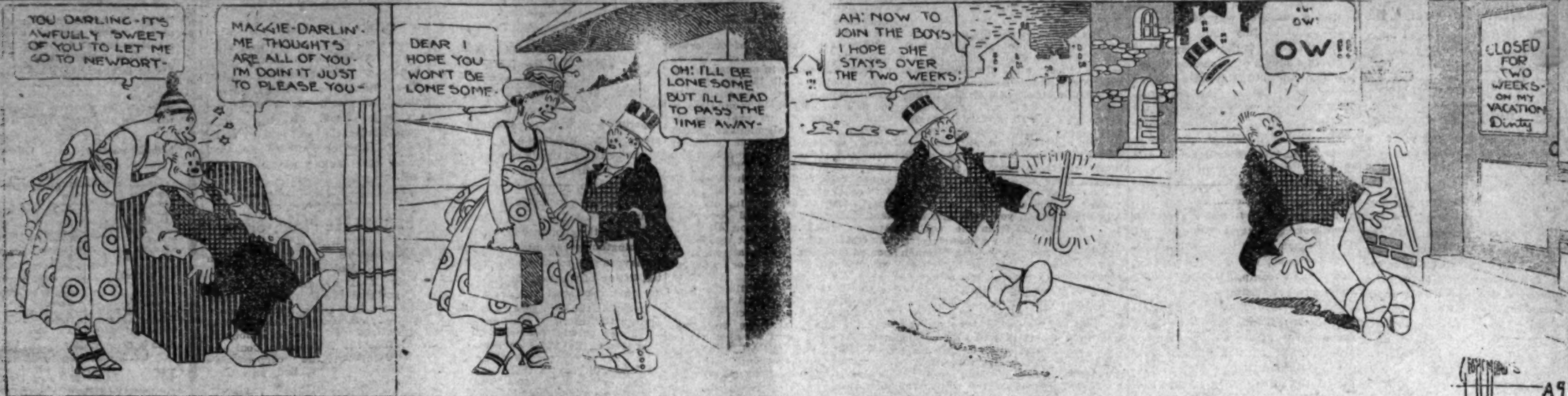
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# Bringing Up Father

By George McManus



## Reconciliation To War

(Continued from Page 10)

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Germany, therefore, never has been, nor is she at all today, what we think she is. Germany is incidental to our own main purpose, which is to conquer ourselves. We have but to think of the sort of things that have been going on since the war broke out to realize in the gigantic world scheme the deep necessity of Germany; conscription—income leveling—woman's work—the purification of Government leadership—the awakening of the Colonies—the coming freedom of Ireland, thus much for Britain. And consider Russia. Consider also the new nationalism that has sprung into life almost over night in this country. It is all an impressive list. Not until the social consciousness of the world has been forced up to a new level, and this as a permanent contribution to posterity, can the thing we call Germany be conquered. That is why we are having such a hard time doing it. We ought to. It is the only way that mankind can be regenerated.

And the answer to the question as to whether Germany, like us, is, on her part, struggling for peace, we do not know. It is not given to us now to know. We shall only know Germany as we come to realize ourselves, and even then we shall not know what this so-called evil thing is that has risen out of the Teutonic mist to place its studded heel upon our necks. We know only that it could not have been if we had not permitted it to be; and born anew from La Fere Champenoise, from the heights of Verdun, from the sweep of the Somme, from Amiens and Arras, we see that for the human soul in its onward march eternal vigilance must ever be the price of liberty.

Lord Roberts, for eight years calling upon Britain to prepare and hooted out of lecture halls, was like the admonishing voice of conscience which says "Look to yourself." Yet I repeat, for emphasis, what we must come clearly to understand is that, whether we think as a nation or as an individual, the object of our preparation is not so much to defend ourselves against a common enemy as to overcome our own weaknesses. Mere physical equipment, guns and ammunition, are of no consequence except as a pitiful symbol of man's spiritual weakness. The call of the nations to lay down their arms on the part of peace advocates is like requesting the cowboys in a Western mining camp to throw away their guns. Put one of these cowboys in Concord and he would be ashamed to be seen with a gun. So we must create new spiritual conditions and this can be done only through universal human sacrifices. We are likely to recoil in horror from the thought of so much destruction of life because we overlook one simple fact. When we think of physical suffering, we think of it en masse; we see countless human beings shot to death, long lines of wounded, almost unimaginable stretches of agony. And when we think of this agony being endured, owing to a perfectly natural illusion, we think of one person bearing it all. We have, however, no moral right to do this. Each has his individual share of suffering and no more. It is quite probable that each one of us some time in our lives has had to bear as much pain as is borne by the average individual on the battlefield. I say to myself (and this is all that I have any right to say or know, because I do not actually know others) that, so far as I myself am concerned, I can bear what I have to bear. It may be hard, but I can bear it. I can die but once. If I suffer, I can suffer in the same way but once; and furthermore, my experience has taught me that this suffering, whether it be physical or mental, in the nature of things must be and is precisely what is best for me. But still greater than all this is the conviction that my own death, no matter how it may come, will not rob me of anything.

On the contrary, I rejoice at the thought that through it there may be an advance made somewhere. In short, my death, with whatever suffering may attend it, is only of consequence when it serves—that is, when, as a unit, it is added to all the weight of suffering through which the human race may finally be redeemed. And as for a man's life, any part of it is equal to the whole.

Now if we look at the matter in this way we shall come at last to understand this great war. We must drop its physical aspects at once—must cast the aside. What passes before our physical eyesight is nothing but the visible reflex of the clash of moral ideas that are being fought out within the human soul. We really live not in deeds, not in thought, but in moral reactions. Each man, as Emerson says, is an impure God. So long as the memory of man lives the name Germany will symbolize horror. But that horror, while it seems to be symbolic of a particular race of people, is in reality not so. It means only that during a certain period in the history of the human race—say from 1914 to 1918—there came to all the great nations of the world a great moral re-adjustment, in which it was discovered anew that only by ruthless sacrifice of certain elements within itself could the world advance a step forward in the vast chronology of human liberty. And by a singular paradox it would seem as if this upward spiritual movement were to be accomplished by the sacrifice of the best. So with rigid hearts we mourn for the flower of the young manhood of France and Britain, (and will

doubtless soon of America.) and mourning, say, "Why should these have to go?"

Yet is this not always so? Are not all of us, in our own individual battle of life, constantly under the stern necessity of relinquishing that which we have come to cherish the most? And do we not, in the light of a fuller, richer experience, come to say at last, "Lord, Thy will be done?"

## War Time Wallops

B. L. T., of the Chicago Tribune, has an argument that the liquor interests refuse to use. It is that prohibition would mean a scarcity of washerwomen.—Toledo Blade.

The mistake of the Germans who conspired to spread tetanus is that they did not scatter the bacilli of lockjaw in the United States Senate.—New York Evening Post.

The I. W. W. committed their great tactical blunder in starting the trouble in a State where all a man has to do to be mobilized is to put his hand in his hip pocket.—Boston Transcript.

The Kaiser may have lost control of the Reichstag, but he is still able to muster a few votes in the United States Senate.—Boston Transcript.

It is said that the Crown Prince lands U-boat warfare as the last argument of kings. Let us hope it may be the last.—New York Sun.

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## SAMMIE WRITES HOME OF WONDERS IN FRANCE

Correspondent Interprets His  
Thoughts And Feelings For  
Folks In America

### HAPPY IN HIS WAR WORK

Pleased With Surroundings,  
Although Impressed With  
Strangeness Of It All

By Wylie Williams

Field Headquarters of the American army in France, July 30.—Between a high road, cloudy with the dust of a hundred passing army trucks, and a tiny brook gurgling between green meadows I found a Sammie lying flat on his back under a big tree. From the expression of his face I knew he was not looking at the leaves or through them at a bank of white vapor in the sky. But his eyes were wide open and staring. It was a staring day. I dropped beside him to rest before the bugle sounded midday mess in the little village just around the bend of the creek.

"Where are you from?" I asked. "Connecticut," he grunted, without turning his head or in any way paying the slightest attention that I was there.

"Getting on all right?" I prodded. "Yes, Connecticut Valley," was the indirect reply. "It's just like this here, ain't it—little hills and valley, and nice timber all around." Then added: "But it's mighty different, too."

I looked at him closely. His eyes still had a far away stare; his face was bronzed, and his head was that of a boy not possibly over twenty. I began to understand what he was looking at far up there in the sky. The world for him had changed its surface from convex to concave to convex, and out beyond the cloud banks he could see his Connecticut valley home. I remained silent at moment and then asked abruptly:

"What's eating you anyway? Tell me."

He rolled over suddenly. His expression became a bit sheepish. He looked me over slowly, and finally blurted out:

"It takes a hell of a time to get letters from America, doesn't it?"

I replied simply with the remark that has come to be the most important and at the same time the most banal in all the world:

"It is the war."

After that Sammie opened his heart. He had not heard from home, and the regulations that permit him to write mainly that he is "somewhere in France and that his health and spirits are good are quite too impersonal to bring him any satisfaction of soul. Sammie wanted to put all his story on paper and address the envelope to that Connecticut Valley home. But he couldn't. No, he wasn't homesick, he assured me bravely, but with the suggestion of a catch in his voice. Only he had a big feeling on his chest, and he wanted to get it off. I have felt that way myself. I wanted to tell him so, but the bugles sounded just as he finished talking. Even if he could write as he desired, it is all quite as he said—regulations severe and mails very slow.

There are Sammies just like him in our army in France—so young, so decent, and so game. They have all got a lot inside that they want to say to their own folks back home. I am therefore attempting now to send my Sammie's letter for him by cable so it can reach home quick. I am addressing it to his mother. It will not be so good as if he could send it himself. It will not mean much to her—or to the girl in the same town whose photo he carries. But it may help. True, it is the war, and here goes:

Sammie's Message Home

"You know from the newspapers all about our landing safely at a French port and the voyage across. The newspaper men here in camp have also cabled a lot about what we have done since arriving—of our new drills, our trench digging, our practicing with machine guns, hand grenades, and other things that the French are showing us how to use later against the Germans. I guess they have written, too, about how the camp looks, although where it is or how big is strictly forbidden.

But there's a lot they've left out and a lot they don't know.

"They didn't write anything about our railroad ride through France because none of them were along. My battalion came by way of Paris on the Fourth of July (but you know about that, too, from the papers. I didn't get much of a chance to see the city, and our stay there seems more like a dream than anything. The crowd on the streets when we marched was so big we could not keep in good lines. They crowded on us so on both sides—cheering and throwing flowers. Even the old-timers in my company said they had never seen such a crowd or got such a reception. So I guess we must have looked pretty good after all. The French gave us fine barracks and fine grub, but we left the next morning for camp, so didn't have a chance to get around town.

"The railroad ride here was just like the trip from the port to Paris, except all the time we were getting nearer to what they call the army zone. As I said there were no newspapers, so the story of that ride has never been told, and it was great. From the time we first got aboard I got the idea that the whole nation was at war. On every little station platform it seemed every other man was in uniform. Every passenger train we passed going in the other direction seemed full of soldiers going on leave to see their families. They all cheered us and called out in French that they hoped we would have a good trip.

"We all rode in the ordinary troop train of the French Army and, as there isn't anything like it in America, it's hard to make you see exactly how it was. There isn't any corridor like in our trains. The cars are divided into a dozen little compartments, with doors opening on each side, and wooden benches facing each other, built across the width of the car. We were about a dozen in each compartment, and, although a bit crowded with all our traps, everybody was too much interested in everything for that to matter.

"All the way from Paris everybody was giving us the glad hand and yelling their heads off about long life to us and Uncle Sam. And there were soldiers everywhere. Along the last part of the trip there were even some civilians at all. We saw train after train full of men just going or coming from the actual front. They all seemed much older than we. There were scarcely any young chaps. Their uniforms all seemed much heavier and less comfortable than ours, and their packs much heavier. They all stuck to their long blue olivets, too, with flaps buttoned back from the bottom at each side, while our chaps were all just wearing shirts—it was so hot.

French Wounded Game

"And we often passed long trains of guns and gun carriages, also airplanes packed in big cases and marked to show what they were—oh, we were getting quickly to know we were in a war, and in a war that had every one you saw working for it in one way or another. And several times we passed trains of wounded. We could not see the bad cases, but those only slightly hurt were at the car windows as we passed. They were all still, and those who could waved their hands. "Once when we were standing in a station a train of wounded stopped just beside us, so we could almost reach out from our car to theirs. Gee, but they were a game lot. They all called to us and wished us good luck soon, our interpreters said, and it did seem hard not to be able to talk back to them to say we were glad to be here to see our chances against the Germans, too.

"Finally we got to the place where our encampment begins. We got off the train about the middle of the afternoon and marched out here, arriving about 10 at night. But it was still quite daylight when we got in, so we could see what sort of place it was. Over here at this time of year there's scarcely any night compared with night at home. It's only dusk at 10 o'clock, and long before 4 in the morning it's day. That's because France is so far north, and it helped us a lot in getting settled because we have to be very careful about fires.

"The village where my battalion is stationed is just about the same as all the others. It is very little, very old, and very different from the villages in America. It has got a little stream running through it that here they call a river, but it is really a creek. It is mighty fine to

have it, for every evening, when drill is over, we have an hour for swimming. This same creek runs along the line of the camp, so the whole army is able to take its daily bath.

"The houses of the town are all of stone and most are crumbling with age. They are all set right against each other, and dwellings and stables and stores all front together on a single street that winds around about the same as the creek does. There are no front yards or side yards, but each property has a garden in the rear. All are surrounded by high stone walls, most of them having pieces of broken glass spread along the top. I guess, perhaps, to keep out the neighbors. There are no front stoops or porches, either, you walk into each door straight off from the cobblestones with which the whole street is paved. In fact, these little French villages give the idea that each started out to become big places so everybody crowded close together. But then they grew just so much and quit. But some one explained the real reason they were built the way they are is that they are all so old that when first begun the times were too dangerous for folks to live far apart as in America.

"There are scarcely any farm houses outside, except very now ones, all the farmers living together in the towns. But nowadays there are scarcely any men left. The whole population of our village excepting a few men too old to fight, are women and children. That is why we all had so much cleaning up to do when we first arrived—there have been no men there for nearly three years. Women do all the work of the town and farm in the fields as well, so the place needed fixing up badly, and we all pitched in hard so that now it's as spick and span as any place so old could possibly be. That was our first job, because all the barns of the town are our homes, and we had to make them healthy and comfortable.

Very Few Tents Used

"No one in the army is sleeping under tents. We are all in billets, that is to say, in haymows which are empty of everything except us, our cots and our kits. In some ways it's much better than tents. We are warmer and drier when it rains, although our old roof was rather full of chinks until we patched it up. On the other hand, we don't get so much fresh air as when sleeping out of doors, but nowadays there are very few tents used in any of the camps in France.

"In the first place, there are thousands of these little villages all over, so that when the troops at the front are withdrawn from the trenches to rest they have plenty of billets waiting. Also from a German airplane one village looks just like another and don't tell the observers there are camps below so plainly as field canvas tents would do.

"As for our grub, we get all we want of it, and it is good. It must be good, because the French soldiers we have invited to our mess several times are all enthusiastic. Their own grub is famous. Perhaps they like ours so much because our strictly American dishes are a change from their own bill of fare. Our Major had some officers to dinner a few days ago. One of my pals in the Major's orderly, and he is the only one who can cook soda biscuits the way the Major thinks they ought to be cooked. He told me about that dinner. He carried in a heaping platter of those biscuits, all just right and light as a feather, and already buttered in the middle. Those officers fell to and cleared it up so quick that he made two more platters. They all congratulated him, asked him where he learned to make them. He told them his mother taught him, so

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## ISHII MEETING SUCCESS IN STEEL NEGOTIATIONS

Reports Conflict As To United  
States Requests Regarding  
Ships To Be Built

Tokio, September 6.—Telegrams from the United States to Japanese papers report that negotiations are progressing satisfactorily between Viscount Ishii, Japan's envoy and the State Department authorities on the steel question, and that the negotiations will be concluded in the near future.

As to the condition which the Washington government is supposed to have made to Japan for the partial lifting of the ban for exportation of American steel to Japan it is stated that the steamer that will be built with American steel in Japanese docks should be used for war purposes of the Allied countries. The New York correspondent of the Tokyo Asahi reports that the United States government also wants to transfer all these steamers to American ownership after the war is over.

The Washington authorities, according to the same correspondent, are negotiating with England, France and other Allied countries in the same manner with regard to those steamers now being built in the American shipyards for these countries. British ship-owners are raising complaints against this demand of the Washington government, says the Asahi correspondent.

"There's a whole lot more I would like to say to you all, but that's a lot of a letter that's hard to write. That's why, even though most of the time everything except the work we are doing seems so peaceful that our work don't seem real. Sometimes, when I am working along the paths through wheat fields, I almost imagine I am back home. And in the evening, when I go back to the village, the bees buzz along the roadside just the same as bees buzz everywhere, and when I climb up to our loft at night, the odor of hay is just the same and just as sweet. Sometimes at night, when the wind is right, we can hear the rolling thunder of the cannons that never stops along the lines. And I want to get up to that line, just once, anyway. Goodbye."

There—you have it.

WOMEN IN SECTION GANG

Nine Of Them Get Jobs On Lehigh  
Road Near Buffalo

Buffalo, August 14.—A section gang of women has just been put to work on the main line of the Lehigh Valley Railroad. Nine women, working under the direction of an experienced foreman, comprise the gang, which operates on the west end of the Buffalo division near this city. The women are performing all the regular duties of similar gangs of men, tightening bolts, putting in new ties, and tamping ballast. Pneumatic ballast tampers are used by the Lehigh Valley and the women already are handling the machine like veterans.

## Tsar And His Family Suffering At Tobolsk

Petrograd, September 4.—Advices from Tobolsk show that the former Tsar and his family are suffering unnecessary hardships. The Governor's palace, where they are quartered, is a crude dwelling devoid of elementary comforts or conveniences. There is no place for exercise and not fresh air. Young Alexis is not well.

## U. S. STEEL PLANS SHIPS

\$30,000,000 To Be Expended On  
Mobile Yard

New York, August 7.—Further evidence that the United States Steel Corporation is going into the shipbuilding business in earnest was afforded yesterday by the announcement that the Tennessee Coal and Iron Company, the corporation's Southern subsidiary, had purchased several large tracts of land at Mobile, Ala., and would start immediately the erection of a yard for the construction of ships of large size. Definite announcement as to the size of the new yard and its capacity is expected in a short time.

In order to provide steel for the yard, the Fairfield plant of the Tennessee company, which is now in process of extension, will be increased by the construction of rolling mills for the manufacture of 100-inch plates for shipbuilding. The company, it is understood, will extend the Birmingham Southern Railroad seven miles to the south, reaching navigable water on the Warrior River, where a river terminal will be built and the steel carried thence by water to Mobile.

It is reported that the entire new construction will require two years and will involve the expenditure of \$30,000,000.

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## NEW U.S.-BRITISH LINE TO CALCUTTA

Bank Line Transport Company  
To Have Fleet Of 7,000-  
Ton Carriers

San Francisco, Cal., August 13.—The importance of the port of San Francisco in the trade with the Far East was recognized yesterday by the announcement of the Bank Line Transport Company, a new corporation, that a service had been established between this port and Calcutta, India. As the nucleus of a large fleet, two 7,000-ton carriers have been acquired by the company. The corporation is an American institution, although it is understood British capital of practically unlimited amount is back of the enterprise.

Three weeks ago the Pacific Mail Steamship Company established the first service out of this port to the far-away Oriental city on the Ganges. The Pacific Mail has three large ships operating.

The Bank Line Transport Company is the owner of the Dutch Steamships Omblin and Van Overstraten. Negotiations for other vessels are said to be under way. The Omblin is now on the way from Calcutta to this port with a capacity cargo of gunny sacks, rubber and hemp. The Van Overstraten, it is said, will load in September with a similar cargo. The Omblin is of 3,195 net tonnage and carries between 7,000 and 8,000 tons of freight.

## Lansing Declares Germany Covets U.S.

(Continued from Page 7)

have permitted their Government to wage a war of aggression, a war of conquest. Faithful to their treaties, sympathetic with others seeking self-development, real democracies, whether monarchic or republican in their forms of government, desire peace with their neighbors and with all mankind.

"Were every people on earth able to express their will there would be no wars of aggression, and if there were no wars of aggression, then there would be no wars, and lasting peace would come to this earth. The only way that a people can express their will is through democratic institutions. Therefore, when the world is made safe for democracy, when that great principle prevails, universal peace will be an accomplished fact.

"No nation or people will benefit more than the United States when that time comes. But it has not yet come. A great people, ruled in thought and word as well as in deed by the most sinister Government of modern times, in straining every nerve to suppress democracy by the autocracy which they have been taught to worship.

"When will the German people awaken to the truth? When will they arise in their might and cast off the yoke and become their own masters? I fear that it will not be until the physical might of the united democracies of the world have destroyed forever the evil ambitions of the military rulers of Germany and liberty triumphs over its arch-enemy.

"And yet, in spite of these truths which have been brought to light in these last three years, I wonder how many Americans feel that our democracy is in peril, that our liberty needs protection, that the United States is in real danger from the malignant forces which are seeking to impose their will upon the world, as they have upon Germany and her deceived allies.

"Let us understand once for all that this is no war to establish an abstract principle of right. It is a war in which the future of the United States is at stake. If any among you have the idea that we are



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fighting others' battles and not our own, the sooner he gets away from that idea the better it will be for him, the better it will be for all of us.

## Germany Menaces America

"Imagine Germany victor in Europe because the United States remained neutral. Who, then, think you, would be the next victim of those who are seeking to be masters of the whole earth? Would not this country with its enormous wealth arouse the cupidity of an impoverished, though triumphant Germany? Would not this democracy be the only obstacle between the autocratic rulers of Germany and their supreme ambition? Do you think that they would withhold their hand from so rich a prize?

"Let me then ask you, would it be easier or wiser for this country singlehanded to resist a German Empire flushed with victory and with great armies and navies at its command than to unite with the brave enemies of that empire in ending now and for all time this menace to our future?

"Primarily, then, every man who crosses the ocean to fight on foreign soil against the armies of the German Emperor goes forth to fight for his country and for the preservation of those things for which our forefathers were willing to die. To those who thus offer themselves we owe the same debt that we owe to those men who in the past fought on American soil in the cause of liberty. No, not the same debt, but a greater one. It calls for more patriotism, more self-denial, and a truer vision to wage war on distant shores than to repel an invader or defend one's home.

"I therefore congratulate you, young men, in your choice of service. You have done a splendid thing. You have earned already the gratitude of your countrymen and of generations of Americans to come. Your battleflags will become the cherished trophies of a nation which will never forget those who bore them in the cause of liberty.

"I know that some among you may consider the idea that Germany would attack us if she won this war to be improbable; but let him who doubts remember that the improbable, yes, the impossible, has been happening in this war from the beginning. If you had been told prior to August, 1914, that the German Government would disregard its solemn treaties and send its armies into Belgium, would murder defenseless people, would extort ransom, from conquered cities, would carry away men and women into slavery, would, like Vandals of old, destroy some of history's most cherished monuments, and would with malicious purpose lay waste the fairest fields of France and Belgium, you would have indignantly denied the possibility. You would have exclaimed that Germans, lovers of art and learning, would never permit such foul deeds. Today you know that the unbelievable has happened, that all these crimes have been committed, not under the impulse of passion, but under official orders.

"Again, if you had been told before the war that German submarine commanders would sink peaceful vessels of commerce and send to sudden death men, women, and little children, you would have declared such scientific brutality to be impossible. Or, if you had been told that German aviators would fly over thickly populated cities scattering missiles of death and destruction, with no other purpose than to terrify the innocent inhabitants, you would have denounced the very thought as unworthy of belief and a calumny upon German honor. Yet, God help us, these things have

come to pass, and Iron Crosses have rewarded the perpetrators.

"But there is more, far more, which might be added to this record of unbelievable things which the German Government has done. I only need to mention the attempt of the Foreign Office at Berlin to bribe Mexico to make war upon us by promising her American territory. It was only one of many intrigues which the German Government was carrying on in many lands. Spies and conspirators were sent throughout the world. Civil discord was encouraged to weaken the potential strength of nations which might be obstacles to the lust of Germany's rulers for world mastery. Those of German blood who owed allegiance to other countries were appealed to support the Fatherland, which beloved name masked the military clique at Berlin.

"Some day I hope that the whole tale may be told. It will be an astounding tale, indeed. But enough has been told so that there no longer remains the shadow of a doubt as to the character of Germany's rulers, of their amazing ambition for world empire and of their intense hatred for democracy.

"The day has gone by when we can measure possibilities by past experience, or when we believe that any physical obstacle is so great or any moral influence is so potent as to cause the German autocracy to abandon its mad purpose of world conquest.

"It was the policy of those, who plotted and made ready for the time to accomplish the desire of the German rulers, to lure into false security the great nations which they intended to subvert, so that, when the storm broke they would be unprepared. How well they succeeded you know. But democracy no longer sleeps. It is fully awake to the menace which threatens it. The American people, trustful and friendly, were reluctant to believe that imperialism again threatened the peace and liberty of the world. Conviction came to them at last and with it prompt action. The American nation arrayed itself with the other great democracies of the earth against the genius of evil which broods over the destinies of Central Europe.

"No thought of material gain and no thought of material loss impelled this action. Inspired by the highest motives American manhood prepared to risk all for the right. I am proud of my countrymen. I am proud of our national character. With lofty purpose, with patriotic fervor, with intense earnestness, the American democracy has drawn the sword, which it will not sheathe until the baneful forces of absolutism go down defeated and broken.

"Who can longer doubt—and there have been many who have doubted in these critical days—the power of that eternal spirit of freedom which lives in every true American heart?

"My friends, I am firmly convinced that the independence of no nation is safe, that the liberty of no individual is sure, until the military despotism, which holds the German people in the hollow of its hand, has been made impotent and harmless forever. Appeals to justice, to moral obligation, to honor, no longer avail with such a power. There is but one way to restore peace to the world and that is by overcoming the physical might of German imperialism by force of arms.

"For its own safety, as well as for the cause of human liberty, this great republic is marshalling its armies and preparing with all its vigor to aid in ridding Germany, as well as the world, of the most ambitious and most unprincipled autocracy which has arisen to stay the

wheels of progress and imperil Christian civilization.

"It is to this great cause you, who are present here tonight, like thousands of other loyal Americans, have dedicated yourselves. Upon each one of you much depends. You are going forth into foreign lands, not only as guardians of the flag of your country and of the liberties of your countrymen, but as guardians of the national honor of the United States. American character will be judged by your conduct. American spirit by your deeds. As you maintain yourselves courageously and honorably, so will you bring glory to the flag which we all love as the emblem of our national unity and independence.

"I know that it is unnecessary to emphasize the responsibilities which will rest upon you as you lead the men under your command. To their officers they will look for guidance and example, not only in the battle line, but in the camp and on the march. Your responsibilities are great. As you meet them so will your services be measured by your country.

**Reward Of The Soldier**  
"It is in the toil and danger of so great an adventure as you are soon to experience that a man's true character will become manifest. He will be brought face to face with the realities. The little things which engrossed his thought and called forth his energies will be forgotten in the stern events of his new life. The sternness of it all will not deprive him of the satisfaction which comes from doing his best. As he

found gratification and joy in the peaceful pursuits of the old life, so will he find a deeper gratification and a greater joy in serving his country loyally and doing his part in moulding the future.

"And when your task is completed, when the grim days of battle are over, and you return once more to the quiet life of your profession or occupation, which you have so generously abandoned at your country's call, you will find in the gratitude of your countrymen an ample reward for the great sacrifice which you have made.

"If enthusiasm and ardor can make success sure, then we Americans, have no cause for anxiety, no reason to doubt the outcome of the conflict. But enthusiasm and ardor are not all; they must be founded on a profound conviction of the righteousness of your cause and on an implicit faith that the God of battles will strengthen the arm of him who fights for the right.

"In the times of stress and peril, when a man stands face to face with death in its most terrible forms, God will not desert him who puts his trust in Him. It is at such a time that the eternal verities will be disclosed. It is then when you realize that existence is more than this life and that over our destinies watches an all-powerful and compassionate God, you will stand amidst the storm of battle unflinching and unafraid.

"There is no higher praise that can be bestowed upon a soldier of the republic than to say that he

served his country faithfully and trusted in his God. Such I earnestly hope will be the praise to which each of you will be entitled when peace returns to this suffering earth, and mankind rejoices that the world is made safe for democracy."

Mr. Lansing, who is spending a vacation at Henderson Harbor, N. Y., expects to return to Washington on Saturday.

## WEAK, ILL & MISERABLE WITH KIDNEY

## AND BLADDER TROUBLE



The person with kidney and bladder trouble hardly knows what it is to be without a backache or headache, or to enjoy a good night's sleep.

They cannot stoop, they cannot walk far, the least exertion brings on a heavy, dragging pain in the loins and sides.

Their appetite is poor, their eyes are dull and puffy, the ankles and limbs swell. They have sharp attacks of neuralgia and rheumatic pains in the muscles and joints. How they drag through the day they never know. Little wonder they find themselves growing depressed, nervous and impatient.

Kidney and bladder troubles are indeed hard to bear. They make life a misery, and endanger the health of the whole system, for when the kidneys are ill they cannot filter the kidney poisons out of the blood.

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## German Submarines! Do Not Have It All Their Own Way

### Teuton Sea Vultures Are Hunted Ceaselessly By Three Thousand British 'Watchdogs Of The Deep'

By Isaac F. Marcovson

Shortly after the outbreak of the war some men sat talking in a London club. One of them, who had quite a reputation as a wag, remarked:

"I have a new definition for England."

"What is it?" asked a companion.

"A body of land entirely surrounded by the British navy," replied the first speaker.

Today that definition might be slightly modified so as to read:

"A body of land almost entirely surrounded by submarines."

A year ago the so-called "danger zone" comprised the waters about the British Isles. Now it is extending to the whole of the North Atlantic, and before many months pass, it may embrace all the Seven Seas.

The biggest surprise of the war has become the biggest problem. More than this the submarine provided the concrete reason why America is actively lined up in this great conflict, and it will doubtless afford, through some act of frightfulness, the one supreme provocation that will arouse America to an acute realization of what her war responsibilities are and the kind of foe she must meet on land and sea.

After an absence of five months in the warring countries, I find an impression in America that England seems unable to cope successfully with the submarine. People read in the newspapers that each week a huge tonnage has gone to the bottom. Since the inauguration of the unrestricted submarine warfare, February 1, the loss of British shipping alone aggregates more than 2,200,000 tons. Yet, to offset this, is the fact that every seven days nearly 8,000 vessels arrive and depart from British ports, having braved the hazards of the forbidden zone.

What are the real facts with regard to the submarine situation: how long can British tonnage stand up under the merciless drain that is England doing to combat the anarchist of the sea: can America solve the mystery which, it must be frankly admitted, has baffled inventors and strategists throughout the whole allied domain?

#### The Watchdogs Of The Deep

One reason why the submarine hunt has been so difficult and apparently unsatisfactory is that it deals with an absolutely new type of sea warfare. Before this war, naval fighting was literally above board. It was a case of standing up and giving or taking medicine. Above came the submarine like an undersea snake, violating every tradition of honorable naval warfare and preying on belligerent and innocent bystander alike.

It followed that, at the outset of the war, England had completely revolutionized its procedure of sea fighting, and it has been a hard and costly job. It has had to learn by its own experience. Armament was soon shown to be of no avail against the submarine. Speed and vigilance became the chief element in the anti-submarine formula. Therefore, one of England's first and most efficient weapons against the U-boat is a mighty, but little known fleet of small and swift vessels.

Technically it is known as the patrol fleet. I can give you no better idea of the extraordinary development of this phase of Great Britain's naval campaign than to say that from 150 small ships on patrol and scout duty at the beginning of the war, the fleet has grown to more than three thousand vessels that now range the water highways from the North Sea down to the Mediterranean.

These boats include every conceivable kind of sea goer. If your business should take you anywhere within the submarine striking distance of England you are liable to see one of them without much delay. It may be anything from a converted trawler or a pleasure yacht to a cargo steamer of four thousand tons. They are all well armed, carry powerful wireless, and some have torpedo tubes. One picturesque equipment of this fighting mosquito fleet is an anti-submarine gun, mounted on what we would call the fighting mast. It is small, resembles our Colt naval gun and is operated by one man. It has been found to be most effective in a close encounter with the undersea vultures.

It is only when you see one of these patrol boats that you get some impression of what their hazardous vigil is. Day and night, week after week, they patrol their boat like an eternal, wild awake policeman in gray. Added to the incessant peril in many cases, is a hideous discovery. The men on board must forget home, luxury—all the dear and pleasant things of life. Nowhere is the task more desolate than in the lonely reaches of the North Sea.

You first see the patrol as a mere speck on the horizon, but they have been seen you first. No matter what flag you fly they come speeding towards you. More than once a German raider has brazenly sought to run the North Sea gauntlet flying a neutral flag. Almost before you know it one of these grim, gray watchdogs is

alongside, a crisp British voice hails you, and unless you can give a very clear account of yourself, a searching party is speedily aboard. If your bill of national health is clean you can go your way, with a cheery "good luck" yelled at you across the "good luck" line. Now it is extending to the whole of the North Atlantic, and before many months pass, it may embrace all the Seven Seas.

The patrol fleet is only one incident in England's great submarine hunt. Lately there has been introduced the "chaser" in the shape of a long, lean, motor-driven boat, ranging from eighty to one hundred and twenty feet in length, armed fore and aft, and capable of lightning speed. Some of these boats have a sailing radius of three or four hundred miles, but their operations are mainly confined to the coast, because they are not found to be very practicable in rough weather.

I saw of these "chasers" on my way out of England a few weeks ago. At first sight it looked alarmingly like a submarine. Its long, curved back seemed to merge into the contour of the sea. These boats really bear the same relation to naval fighting that the aeroplane bears to land combat. Like the seaplane, the chaser is one of the eyes of the fleet.

The seaplane, by the way, has risen from interesting experiment to be a practical submarine destroyer. England has a huge fleet of them. Less than a month ago one of these machines plumped a bomb down on a U-boat as it was in the act of diving and put it out for good, crew and all—a good shot.

One little known but most effective weapon against the submarine is the mines. Great Britain is fringed with these silent but relentless guardians of steel. Once in the tentacles of these nets, the submarine is doomed. So effective have the nets proved that the latest type of U-boat is equipped with a sort of automatic cutter, fastened to the outside of the hull as a protection against them.

Then, too, there is England's great force of destroyers, which is equal to the destroyer force of all the other navies in the world combined. What Kipling called "the choosers of the slain" have become the bulwark of Britain's commerce. Wherever the familiar English naval ensign flies there will you find one of these grim, guardians of the sea, whose heroic service is one of the epics of the war.

They seem to rise like magic out of the water. Whatever hazards hem you in, the very appearance of these, unobtrusive little terriers give you at once a feeling of security and relief.

Thanks To The Destroyer

The fact that England is fed and clothed; that more than 2 million men in English khaki are fighting on the battlefields of France; that another 2 million have been able to carry the message of British faith and prowess to Mesopotamia, Egypt, South Africa and Salonica; that British ammunition and supplies have reached the Russian, Serbian, Rumanian fronts, is due almost entirely to the ceaseless stewardship of the British destroyer.

Thanks to the destroyer, backed up in various instances by light cruisers, more than eight million men have been transported almost without mishap since the beginning of the war; ten million tons in number of explosives and other war material have been conveyed; one million two hundred fifty thousand sick and wounded have been brought to England or to the various hospitals in France; more than one million horses and mules have been shipped, and fifty millions of gallons of gasoline have been landed to drive the mighty transport trains of the British armies in the fields. It is a tradition of service that will long remain unmatched.

Bear in mind, too, that in addition to all this super convoy work, the British destroyer is constantly in the line as a straight fighting unit. The world will never forget its record in the battle of Jutland when, with Beattie's battle cruiser fleet, a small squadron of destroyers sailed in against the whole German grand fleet. More than half of the German submarines destroyed have been accounted for by British destroyers.

It must not be forgotten that the armed merchant vessel is fast becoming a factor in the campaign against the submarine. The necessity for arming both cargo and passenger vessels was brought forcibly home to the admiralty by the fact that, in the early days of the war, from seventy to seventy-five per cent of armed ships attacked by submarines escaped, while only twenty-five per cent of the unarmed carriers got away. It is interesting to add in this connection that the American merchant marine is armed more heavily than any other.

The ship on which I returned from Europe the last time had three 6-inch and two 3-inch guns. The policy of the admiralty is to arm every ship that flies the British flag.

Anti-Submarine Inventions

One phase of England's anti-submarine campaign which will be of

peculiar interest to America is the so-called anti-submarine boom which is attached to the admiralty. Technically it is known as the inventions and research department. Practically it is known as the department which is to find out when the British navy wants and supply those wants. The principal want just now is to find a device that will put the German submarine out of business.

The department is presided over by the gallant old sea dog, Admiral Lord Fisher, and associated with him are some of the greatest scientists and inventors of Great Britain, men of the type of Sir Charles Parsons, Sir Robert Hadfield, Professor Thompson and many others.

Thousands of devices have been submitted to the inventions department, and, while most of them are harebrained and utterly impossible, many now under consideration promise to contribute in no small degree to the extermination of the submarine. The important ones may drop his suggestion, however far-fetched, that reaches the board has a hearing.

Within the last few months the British Admiralty has adopted a plan which has long been a fixture in the great American industrial institutions. I mean the suggestion box, in which the humblest employee may drop his suggestion for the betterment of the business.

Shortly after Admiral Sir John Jellicoe left the fleet to join the naval staff ashore an invitation was extended to every member of the fleet to send in any suggestions that he might have regarding the best method of fighting the submarine, and for that matter, solving any other naval problem. The result has been a flood of ideas. They not only stimulate initiative but have resulted in more than one practical operation.

The irony of the warfare on the submarine is that the world only hears of the allied losses and gets no glimpse of the glory of victory over the raider. In England you hear people everywhere asking the question:

"Do we ever sink any submarines?"

As a matter of fact not a day passes without an encounter between British ships and U-boats. And now the list is swollen by combats between American ships and the enemy. From February 15 to June 15 submarines attacked three hundred British ships unsuccessfully. In one week seventy-two were beaten off and in the last more than one instance destroyed.

There is no thrill or glamor in these battles with the submarine—no compromise with death. They are swift, short, terrible.

I heard Sir Edward Carson, at that time first lord of the admiralty, tell in his swift and epigrammatic fashion, of a fight of the fleet of the day in which the submarine was vanquished. Here is a characteristic episode:

"A destroyer surprised a submarine and, at the first shot, killed the captain, who was standing on the deck. The submarine dived instantly. It was injured, however, in a way that compelled it to rise to the surface, whereupon it was immediately captured and taken to a British court."

Actual captures of U-boats, however, are extremely rare. The very circumstance of fighting the undersea vessel makes it impossible. Most of the successful destruction of submarines is by ramming. This is why speed is perhaps the first requisite for the campaign against the U-boat.

One still felt will seriously impair the structure of a submarine. In the last few months it has been discovered that with the increasing armament of the new German super-submarines there is a growing disposition among the enemy for a stand-up fight. Dozens of actual battles between patrol boats, destroyers or armed merchant vessels on the one hand and big U-boats on the other, have been reported.

Why The Submarine Secrecy

When you ask the average Briton about the campaign against the U-boat, he shrugs his head and says: "Bliss me if I know. The government won't tell us anything about it."

Right here you can encounter one of the more curious features of the submarine situation, because there is a strong body of more or less indirect sentiment which protests against the secrecy surrounding the anti-submarine operations. With the development of our naval program in which the operation against the undersea boat will be an important factor, we will be confronted with the same problem at home.

Ask Sir Edward why the veil is drawn over submarine operations and he will reply:

"Secrecy is a process the enemy dislikes. All that the enemy knows is that the submarine does not come home. Wind has happened to it is a complete mystery. He cannot tell whether the vessel was lost through some defect of construction, a mischance of navigation, or destroyed by one of our admiralty methods."

"If we announced the immediate destruction of a submarine the Germans would at once despatch another to operate at the same place. By keeping the location of their losses a secret the enemy remains in the dark."

I once asked Sir Edward if he thought the submarine menace could be overcome. With Irish frankness he replied:

"No single magic remedy exists nor is it likely to be discovered suddenly. But I believe the hazard will be gradually mitigated."

Running The Mine Fields

Full mate to the U-boat in deadly destructiveness is the German mine, for which there is only one remedy—the old fashioned mine sweeper.

As with the submarine, the Germans have violated every honorable tradition of naval warfare by scattering mines in the frozen regions of the North. After much contact you become indifferent to the hazard; it develops into a habit. But when I ran a mine field of the North Sea on my way to Norway, I felt, for the first time with all my adventuring with death, that I was in the presence of the dread thing. It seemed nearer at hand than when I lay under screaming shot and shell in the first line trenches in France. Every square foot of those bleak waters bristles with destruction. It is here that the German has taken deadly toll of neutral and belligerent alike.

The Great Tonnage Problem

How long can allied shipping withstand the hideous submarine sup at its tonnage? This is the question on the answer to which hinges the very fate of world freedom. Let us look at the facts.

At the outset of the ruthless submarine campaign Vice-Admiral Capelle announced that 1 million tons a month would bring England to its knees. It is generally conceded that, in the last three years, the submarine has done its worst because the submersible fleet has been increased by the addition of the super-submarine. Yet the average loss a month has never exceeded 450,000 tons of British shipping, and it was John Bull's boats the Germans have set out to eliminate.

At the first of June, Great Britain had lost approximately nine per cent of its ocean going tonnage of ships of 1,600 tons and over. On May 1, according to Lord Curzon, it had more than 16 million tons of shipping in vessels of this unit and over. It could afford to lose one million tons a month for the next six months and still have nine million tons left if it did not build a single new ship in the meantime.

Looking at it from another angle, if Germany promises to stop all submarine warfare at the highest rate of destruction that has been registered since February 1, it would take one hundred and sixty-six weeks or more than three years to wipe out British shipping, again on the assumption that its shipyards would be idle all that time.

But England can easily build—and is building—five hundred thousand tons a year. It can gain a million additional tons by altering the so-called load line of its ships. Likewise, it can further supplement this tonnage by converting its passenger liners into cargo vessels.

This program, it must be remembered, does not take into consideration our own huge merchant marine project, which will eventually add 3 million tons of new steel shipping, and 2 million tons of wooden. Thus, if our own vessels are ravaged by submarines at the same rate as the British, there will still be immunity against any permanent impairment. The food lanes of the world will remain open.

Can the submarine be eliminated?

Only a foolish optimist would hazard a reply? But one thing seems certain. British naval tenacity, backed up by Yankee ingenuity and enterprise, which sees a torpedo plane among various other original engines of submarine destruction, will begin a new era of offensive against the undersea monsters that promises well. The British look to us for effective co-operation, and they will not be disappointed. The brilliant defense of our first expeditionary force to France, which resulted in the probable loss of one German submarine and the possible loss of another, was swift and energetic proof that America will do its part in the anti-U-boat warfare. The fact not a man nor an animal was lost in this vast undertaking shows we can combat the U-boat.

Since the beginning of the war I have felt that the real solution of the submarine menace lies undeveloped in some American workshop. Now that we are geared up to the war sentimentally and not commercially, I believe that this consummation is near at hand.

American inventiveness never had a greater opportunity to serve the whole human race.

Great as is the peril of the submarine, it is child's play alongside the hazard in the floating mine. In a torpedo attack you will have some chance for your life. When you strike a mine it is all over but the drowning. Most Americans have the idea that the German activity in mine danger zone from the Bay of Biscay far up to the frozen regions of the North. After much contact you become indifferent to the hazard; it develops into a habit. But when I ran a mine field of the North Sea on my way to Norway, I felt, for the first time with all my adventuring with death, that I was in the presence of the dread thing. It seemed nearer at hand than when I lay under screaming shot and shell in the first line trenches in France. Every square foot of those bleak waters bristles with destruction. It is here that the German has taken deadly toll of neutral and belligerent alike.

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Looking at it from another angle, if Germany promises to stop all submarine warfare at the highest rate of destruction that has been registered since February 1, it would take one hundred and sixty-six weeks or more than three years to wipe out British shipping, again on the assumption that its shipyards would be idle all that time.

But England can easily build—and is building—five hundred thousand tons a year. It can gain a million additional tons by altering the so-called load line of its ships. Likewise, it can further supplement this tonnage by converting its passenger liners into cargo vessels.

This program, it must be remembered, does not take into consideration our own huge merchant marine project, which will eventually add 3 million tons of new steel shipping, and 2 million tons of wooden. Thus, if our own vessels are ravaged by submarines at the same rate as the British, there will still be immunity against any permanent impairment. The food lanes of the world will remain open.

Can the submarine be eliminated?

Only a foolish optimist would hazard a reply? But one thing seems certain. British naval tenacity, backed up by Yankee ingenuity and enterprise, which sees a torpedo plane among various other original engines of submarine destruction, will begin a new era of offensive against the undersea monsters that promises well. The British look to us for effective co-operation, and they will not be disappointed. The brilliant defense of our first expeditionary force to France, which resulted in the probable loss of one German submarine and the possible loss of another, was swift and energetic proof that America will do its part in the anti-U-boat warfare. The fact not a man nor an animal was lost in this vast undertaking shows we can combat the U-boat.

## U.S. RED CROSS ASKS FOR COMFORT BAGS

### One Million Needed, Writes Worker In France, For Christmas Gifts

Mrs. William Kinnicutt Draper, Vice-Chairman of the New York Chapter of the American Red Cross, recently received a letter from a prominent Red Cross worker in France, stating that "an appeal is being prepared for a million comfort bags and then a million more." These bags, the writer said, must be shipped soon if they are to arrive in France in time for the Christmas distribution. The letter said:

"I do not suppose that anything given out by us has done more to

cement our friendship here than these little bags, and we have given out over 60,000 since last December. We must have an American flag in each.

"Fancy the effect of troop trains running through the country with all the flags hanging out of the windows and the men calling out that American officers saw them off, shook hands with them, and wished them the time-honored wish of 'Bonne Chance' and that American women had given them tobacco and comfort bags."

Each comfort kit being prepared by the New York chapter contains a pad and pencil, foot-ease powder, sewing material, tobacco, washcloth, toothbrush, comb, and handkerchief. An appeal has been made to clubs and individuals to contribute playing cards, and users of tobacco are asked to give tobacco coupons to the Red Cross to be redeemed for tobacco, etc., for our soldiers and sailors.

## CALOL



Look for the label: "It's a bear"

Ask for "Bear Brand." Accept no substitute.

Calol, a pure white mineral oil, is the rational, medically-accepted treatment for CONSTIPATION

Calol is tasteless, odorless and colorless, and is harmless in any quantity.

Calol is entirely free from the dangers which attend the use of drugs and laxatives.

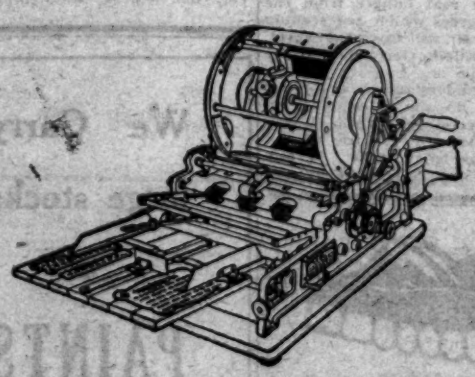
Calol lubricates the entire intestinal tract, and thus encourages natural bowel activity.

Calol taken a short time brings about regular movements, supplanting languor and physical apathy with brimming natural health.

RECOMMENDED BY DOCTORS THROUGHOUT THE WORLD  
Sold by all Druggists and Pharmacies  
Prices: \$1.25 per pint—75 cts. per 1/2 pint—25 cts. 2 oz.

STANDARD OIL CO. OF NEW YORK

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## EDISON-DICK MIMEOGRAPH

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LIFEBUOY SOAP has been proved to be a powerful disinfectant and exterminator of germs and microbes of disease.

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# **PERSHING DENIED YOUNG GENERALS** Wanted None Over 45 Years —Board To Make Average Age 55

Washington, Aug. 3.—Gen. Pershing has cabled the War Department strongly recommending that no general officers of more than forty-five years be sent to France in command of American troops. His recommendation has been turned down flatly by the board called to recommend officers for Brigadier and Major Generalships. This board has tentatively agreed to recommend officers on the rule of seniority so that the average would be well over fifty-five years.

Unless President Wilson disapproves its findings and decides to follow Gen. Pershing's advice, the troops will be commanded by officers who are about to be retired by statutory limitation and who have done little during the last twenty years except occupy desks or handle small detachments in camps.

**Favor Old-Time Methods**

Virtually none of these officers has ever commanded a brigade, except in rare instances when they were camped on the border. None of them has ever commanded a division. None has seen the new methods of warfare employed by the French. They were drilled in tactics which are now considered obsolete and many of them are known to look with disfavor upon the changes of organization proposed by Gen. Pershing whereby the American armies will be shaped on French lines.

Before making his recommendations, Gen. Pershing conferred with the leaders of the French and British forces. He also had an opportunity to estimate the strain which field officers are forced to undergo at the front. By advice and observation he was convinced that the older American officers could not measure up to

the physical requirements of trench warfare.

There is nothing in Gen. Pershing's report indicating that he would not be satisfied to have older general officers, attached to headquarters, or placed in charge of operations out of range of the guns.

President Wilson's first list of promotions in the army following the declaration of war was based on what was conceived to be the merit system. He jumped men in selecting officers for generalships.

It is believed President Wilson will discontinue this proposed promotion on the theory of seniority, and start a weeding out process through the higher ranks. There is a general complaint that most of the initiative is knocked out of the men before they reach the grade of Major, because of the methods pursued by older officers who insist upon maintaining the system operative a quarter of a century ago.

The entire subject probably will be threshed out by the President and Mr. Baker within the next few days, because action must be taken immediately if the National Army is to be organized on time.

In the event the President decided to follow Gen. Pershing's recommendations there will be a tremendous shake up in the militia organizations. The President has virtually reserved to the War Department the right to choose the Brigadiers and Major Generals who will command the militia troops. The department is now carefully scrutinizing the records of the present commanders of these organizations. Many of them were appointed for political purposes and are known to be incapable of leading men in the field.

It is believed the President will act on the War Department's recommendations, and will decline to appoint to the Federal service any commanding officer whose inability is likely to endanger the lives of the men under his command.

Should the 45-year limitation become operative about 75 per cent of the militia Generals will be without commands after Aug. 5.

## **Shipping Items**

The L.C. s.s. Suiko left Hankow for Shanghai on Thursday.

The C.N. s.s. Chungking left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangwan left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyue left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talea Maru left Hankow for Shanghai yesterday.

The L.C. s.s. Luenhoo will leave Hankow for Shanghai today.

The C.N. s.s. Shengkung will leave Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The N.S. s.s. Ninghao left Hankow for Shanghai on Friday.

The L.C. s.s. Kutwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luanyi will leave Hankow for Shanghai tomorrow.

The H.Q. s.s. Teibing will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, September 18.

The C.M. s.s. Taishun left Hongkong for Shanghai on Thursday.

The C.M. s.s. Haeen left Foochow for Shanghai yesterday.

The T.K.K. s.s. Korea Maru for Hongkong sails from Nagasaki today, at p.m. is due at Woosung tomorrow, and will be despatched as above on Tuesday, September 18, at 5 p.m. Passenger tender will leave the Customs jetty at 5 p.m. on the same day.

## **Passengers Arrived**

Per C.P.O.S. s.s. Empress of Japan from Hongkong.—Mr. F. A. Siefert, Lt. R. L. Atkinson, Mr. M. Menecarini, Mrs. D. Marryat, Mr. J. M. C. de Souza, and Mr. H. C. Wong.

Per C.M. s.s. Chenan from Hongkong.—Mrs. Bones, Messrs. Kirkland, and Brandt.

Per C.N. s.s. Shuntien from Tientsin.—Misses Andrews, and Hamlin, Messrs. Raux and Webb, Masters Martin, and Bougny. From Chefoo: Mr. and Mrs. Jorgensen and child, Mr. and Mrs. Wilson, Mr. and Mrs. Badet, Mr. Sloc, From Weihaiwei: Mrs. Jansen, Mr. and Mrs. Sinclair and child, Mrs. Gavin Campbell and 2 children, Mr. and Mrs. Forbes and 2 children, Mr. and Mrs. Wakeford Cox, Mrs. Newman, and Mrs. Carman and 3 children.

Per N.Y.K. s.s. Chikugo Maru from Japan.—Mrs. A. L. Zellenaky, Mrs. L. E. Almer, Miss P. Zellenaky, Miss K. L. Bailey, Miss E. Pinella, Messrs. E. McIntyre, K. Alera, H.

## **Passengers Departed**

Per L.C. s.s. Kinging for Weihaiwei.—Mr. and Mrs. R. Macdonald and 3 children, Mr. and Mrs. W. J. Milne and Miss Phillips. For Tientsin:—Masters P. Heath.

Per C.N. s.s. Fengtien for Weihaiwei.—Mr. and Mrs. Valentine, For Chefoo:—Miss B. Smith and Mr. J. H. Covil. For Tientsin:—Mr. and Mrs. Davis and 3 children, Mr. and Mrs. R. W. Clark and son, Bishop Norris and 1 French soldier.

Per L.C. s.s. Tuckwo for Hankow:—Mr. and Mrs. T. L. Blar, Mrs. S. J. Powell, Mr. and Mrs. N. Ivanow, Miss Dunstan, Messrs. C. B. Godes, E. A. Sykes and C. M. Benzeman.

Per N.Y.K. s.s. Chikusen Maru for

## **Men-of-War In Port**

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
BI	Sept. 14	Cruise	Aso	Jap g-b.	7800	22		
BVI	Sept. 14	Cruise	Atsuki	Jap g-b.	680	10		
MME	Apr. 1	Decide	De la Gue	Fr g-b.	180	6		
Ind. DW	Apr. 1	Decide	De la Gue	Fr g-b.	180	6		
8 p	Apr. 26	Cruise	Kusha	Br g-b.	160	6		
B J	Sept. 14	Cruise	Kikuzaki	Jap g-b.	180	6		
BII	Sept. 14	Cruise	Mitsukuni	Jap g-b.	180	6		
BIII	Sept. 14	Cruise	Nazatsuki	Jap g-b.	180	6		
ODW	Apr. 29	Cruise	Palos	Am g-b.	193	3	45	Delano
PAOB	Apr. 14	Cruise	Samar	Am g-b.	245	4	53	Brown
KND	Apr. 1	Cruise	Sulda	Jap g-b.	180	6		
8 p	Apr. 1	Cruise	Toba	Jap g-b.	180	6		
PAOB	Aug. 6	Cruise	Villalobos	Br g-b.	150	2		
B J	Aug. 24	Cruise	Woodcock	Br g-b.	150	2		

## **THE KAILAN MINING ADMINISTRATION**

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For all Industrial and Household Purposes

Offices: No. 1 Jinke Road, Shanghai

## **Vessels In Harbor And At Woosung**

Arrived From	Ship's Name	Tons	Flag	Agent
Nov 14 Hankow	Aibenz	2760	Ger.	Charlwell
Aug 4 Hongkong	Bohemian	4285	Aus.	Aug. Lloyd
Aug 5 Hongkong	Chinest	3668	Aus.	Aug. Lloyd
Aug 5 Hongkong	D. Rickert	3651	Ger.	H. D. & Co.
July 17 Hongkong	Donnell	1244	Am.	Pengke & Co. S. P.
Dec 27 Nanking	Fortuna	1826	Ger.	H. D. & Co.
Sept 14 Foochow	Hainchi	1385	Chi.	C. M. S. N. Co.
Aug 25 Hankow	Irene	685	Chi.	C. M. S. N. Co.
Sept 8 Japan	Kwelle	578	Chi.	C. M. S. N. Co.
Sept 9 Japan	Kumano maru	3147	Jap.	N. Y. K.
Sept 14 Hankow	Katsura maru	1223	Jap.	M. B. K.
Sept 14 Hankow	Kiangyung	1451	Chi.	C. M. S. N. Co.
Sept 14 Hankow	Kianfong	1468	Chi.	C. M. S. N. Co.
Sept 14 Japan	Kankon maru	1683	Jap.	M. B. K.
Sept 15 Hankow	Loongwo	3263	Br.	J. M. & Co.
July 18 Hankow	Meldar	1692	Ger.	Melchers
July 18 Hankow	Meller	1692	Ger.	Melchers
Sept 15 Wanchow	Pooschi	531	Chi.	C. M. S. N. Co.
July 30 Tientsin	Silkan	1840	Ger.	H. A. L.
July 30 Hongkong	Silkan	1840	Aus.	Lloyds
Sept 4 Cruise	Store Nordiske	596	Dan.	G. N. T. Co.
Sept 5 Newchwang	Hinkon	1267	Chi.	C. M. S. N. Co.
Sept 9 Hankow	Tahura maru	1776	Jap.	N. Y. K.
Sept 13 Hankow	Tatung	1882	Br.	B. & S.
Sept 14 Tientsin	Tungwah	746	Chi.	C. M. S. N. Co.
Sept 14 Hongkong	Wingach	1817	Br.	J. M. & Co.
Sept 12 Hongkong	Yinchow	1992	Br.	B. & S.
Sept 14 Chingwangtao	Yodo maru	1371	Jap.	K. M. A.

\*Taken over by the Chinese Government on March 14.

\*Taken over by the Chinese Government on August 14.

## **THE CHINA PRESS MAIL SCHEDULE**

SUNDAY, SEPTEMBER 16, 1917

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today							
Europe via Siberia (P. Train)	Via Pukow	9.30	10.00	..	..	..	..
Swatow, Hongkong & Canton	Yinchow	9.30	..	..	..	..	9.00
Swatow, Hongkong & Canton	Shanghai	9.30	..	..	..	..	8.45
River Ports	Kiangto	21.00	..	..	..	..	21.00
Hongkong and Canton	Cordillere	11.03	..	..	..	..	10.30
Europe via Sues	do	11.03	..	..	..	..	10.30
Japan and U.S.A. via Moji	Shidzuoka m.	15.00	..	..	16.00	..	15.30
France v. Japan; C'da & E'pe	Ecuador	15.00	..	..	..	..	12.30
do	Shidzuoka m.	15.00	..	..	..	..	14.30
Swatow, Hongkong & Canton	Wingsang	8.30	..	..	..	..	8.00
Japan, U. Kingdom v. Canada	..	..	11.00	..	..	..	21.15
or S. U.A.	..	..	..	..	17.1	..	17.00
Peking and Tientsin (Every day)	Train	..	..	..	..	..	..
Tomorrow							
Europe via Siberia	Via Pukow	21.00	..	..	18.00	..	17.30
Hongkong and Canton	Chekan	21.00	..	..	16.30	17.00	21.00
Hongkong	..	..	17.00	..	..	..	..
Tientsin	Protems	21.00	17.00	..	7.00	..	21.00
River Ports	Kiangwah	21.03	..	..	..	..	21.00
Nasak, Kobe, Y'hama, C'da, U. S. & Europe via U.S.A.	..	..	13.30	..	..	..	13.00
T'iao, Dainy, M'churis & E'pe	Kobe maru	..	..	..	..	16.00	11.30
Y'hama, S. Ports, A'ia, S'itama, Ceylon, India & E'pe v. Sues	..	..	9.30	..	..	..	9.00
Twingtau, Manchuria & Dainy	Kobe maru	11.0	..	..	..	..	10.30
Train (Daily except Sunday)	..	..	17.00	..	..	..	..
Hankow	..	..	17.00	..	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tuesday, Sept. 18							
Weihaiwei, Chefoo & Tientsin	Shantien	18.30	13.30	..	..	..	13.00
Europe via Siberia (Express)	Via Pukow	..	7.0	..	..	..	17.17
Japan via Narakaki	Chikago maru	..	..	..	..	16.00	10.30
Weihaiwei, Chefoo & Tientsin	Koonshing	10.30	10.30	..	..	..	10.00
Hongkong	..	..	10.30	..	..	..	..
Japan	..	..	10.30	..	..	..	..
River Ports	Loonkwo	21.00	..	..	..	..	21.00
River Ports	Chikago maru	10.00	..	..	..	..	9.30
Wednesday, Sept. 19							
Europe via Siberia	Via Pukow	21.00	..	..	18.00	..	17.30
Amoy, Hongkong and Canton	Sinkiang	21.00	..	..	16.30	17.00	21.0
Amoy and Hongkong	..	..	17.00	..	..	..	..
Thursday, Sept. 20							
Japan via Moji	Kumabo maru	..	11.30	..	..	16.00	11.30
Japan	..	..	11.30	..	..	..	..
Weihaiwei, Chefoo & Tientsin	Tungchow	8.30	..	..	..	..	8.00
Saturday, Sept. 22							
Japan via Nagasaki	Yawata maru	..	..	..	..	16.00	12.00

FINANCIAL AND COMMERCIAL NEWS

Chinese and Foreign Banking Announcements

Exchange and Bullion

Shanghai, September 15, 1917.

Money And Bullion

Gold Dollars Bank's buying rate @ 117 1/2 = Tls. 85 @ 72 1/2 = Mex. \$1.17 Mex. dollars Market rate... 72.325 Bar Silver... 1778 Copper Cash... 1778

Latest London Quotations

Bar Silver... 110 1/2 Bank Rate of Discount... 5% Market rate of discount... 3 m.s. 4 m.s. 6 m.s. Exchange on Shanghai, 60 d.s. Ex. Paris on London... 27.41 Ex. N. Y. on London... 47.61 Consols... 1

Exchange Closing Quotations

London... T.T. 4/10 1/2 India... Demand 4/10 1/2 Paris... Demand 673 New York... Demand 116 1/2 Hongkong... T.T. 44 1/2 Japan... T.T. 27 1/2 Batavia... T.T. 27 1/2

Banks Buying Rates

London... 4 m.s. Cds. 5/8 London... 4 m.s. Dcy. 5/8 London... 6 m.s. Cds. 5/8 London... 6 m.s. Dcy. 5/8 Paris... 4 m.s. 694 New York... 4 m.s. 120 1/2

Customs House Exchange Rates For September

Hk. Tls. 3.95 @ 4/6 1/2 1 @ 62 1/2 = France 6.98 1 No quotation Marks 15.49 0.83 @ 10 1/2 Gold \$1 1 @ 47 1/2 Yen 3.26 1 @ 15 Rupees 3.81 1 @ 600 Roubles 6.63 1 @ 1.50 Mex. \$1.50

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, September 15, 1917. Official Shanghai Waterworks 6% deb. @ Tls. 75.00 Unofficial F.M.C. 6% deb. 1911 @ Tls. 80.00 Shanghai Gas Tls. 24.00 Ewo Cotton (pref.) Tls. 85.00 Kungyik Cotton Tls. 14.00 Yangtzeop Cotton (ord.) Tls. 5.00

Sharebrokers' Association Transactions

BUSINESS DONE

Shanghai, September 15, 1917. Official Zhangbee @ Tls. 4.75 cash

Piece Goods and Yarn

Messrs. Ibert & Co., write as follows in their weekly market report:— We have again to record an almost complete absence of business with a further substantial decline all round in tael values. It is seldom that the weekly piece goods auctions have had to be abandoned, but that has been the case this week, the impossibility of continuing being made clear after the disposal of the first few parcels at the Kung Ping sale on Tuesday. The chief cause of the present state of affairs appears to be the indiscriminate speculation of the past two or three months both here and in Osaka the inevitable reaction to which has come with sufficient force to cause very serious losses and a number of insolventcies. The market in itself is inherently sound as stocks are exceedingly low both here and in the interior, while replacement within a reasonable period is practically impossible, so that when the speculative operators have been shaken out, business should soon become normal again. Recent news from the North confirms the original reports of the widespread destruction by floods practically all over North China. Merchants throughout that part of the country and Manchuria are reported to be faced with severe losses, accentuated by the sharp fall in the value of the Rouble in which heavy sums are known to have been invested during the past two or three years. Cotton—Small quantities of the new season's crop are being delivered and both quality and color are well up to the average, and if the natives will only withhold from their usual water adulterating methods, good colored cotton should be available well into the season. Our market for the local staple has continued in a depressed state and rates have been gradually declining throughout the week. Today's quotations are: Tungechow at Tls. 28.50 to Tls. 27.50, Steam

"BICKERTON'S"

PRIVATE HOTEL Established 22 years. 103 Bubbling Well Road. Seven salutes from Bund by trams, which stop at the door. Strictly first-class business under the personal supervision of the proprietress. 80 rooms, separate baths, with hot and cold water, electric light, Tel. W. 1271.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly market report:— There is no change to report in the state of the local share market. Extreme dullness prevails and transactions are few and far between. The factors of high exchange and paucity of money continue to govern the situation, and no relief appears to be in sight.

BAR SILVER

Reuters' Service London, September 15.—Today's silver prices were:— Bar Silver Spot: 50d. Firm, but Quiet. Previous Quotation, London, Sept. 12:— Bar Silver Spot: 50d. Firm, with Buyers.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address: ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms. Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

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British-America Assurance Co.

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Chartered Bank of India Australia and China

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Capital... £1,200,000 Reserve Fund... £1,000,000

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Court of Directors: Sir Montagu Cornish Turner, Chairman. Sir Henry S. Cunningham, K.C.I.E. Sir Alfred Dent, K.C.M.G. W. H. Neville Goschen, Esq. The Rt. Hon. Lord George Hamilton, G.C.S.I. W. Foot Mitchell, Esq. Lewis Alexander Wallace, Esq.

Branches: The Bank of England. The London City & Midland Bank Limited. The London County and Westminster Bank, Limited. The National Provincial Bank of England, Limited. The National Bank of Scotland, Limited.

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Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMER, Manager.

BANQUE DE L'INDO-CHINE

Capital... Frs. 45,000,000.00 Reserve Fund... Frs. 45,000,000.00

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in France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

in London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Pays-Bas; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

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Filiale de la Societe Generale de Belgique

Societe Anonyme Capital... Frs. 30,000,000

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London office: 3 Bishopsgate. Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President: JEAN JADOT

Gouverneur: Societe Generale de Belgique.

London: Martin's Bank, Ltd. Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers. Paris: Banque de l'Union Parisienne, Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte de Paris.

New York: National City Bank of New York.

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Every description of banking and exchange business transacted.

M. DEMETRY, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital... \$15,000,000

Reserve Funds: Sterling, \$1,500,000 @ 2s. \$15,000,000 Silver... 18,500,000

Head Office: HONGKONG

Court of Directors: Hon. Mr. S. H. Dodwell, Chairman. Hon. Mr. P. H. Holyoak, Deputy Chairman.

Hon. Mr. C. E. Anton. F. C. Butcher, Esq. A. H. Compton, Esq. G. T. M. Edkins, Esq. C. S. Gubbay, Esq. E. V. D. Parr, Esq. W. L. Pattenden, Esq.

Chief Manager: Hongkong—N. J. STRAIN.

Branches and Agencies: Amoy, Ipoh, Peking, Bangkok, Johore, Penang, Batavia, Kobe, Rangoon, Bombay, Kuala Lumpur, Saigon, Calcutta, London, S. Francisco, Canton, Lyons, Shanghai, Colombo, Malacca, Singapore, Fochow, Manila, Sourabaya, Hankow, Nagasaki, Tientsin, Harbin, New York, Tientsin, Iloilo, Yokohama.

London Bankers: The London County and Westminster Bank, Ltd.

Shanghai Branch: 13, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

Capital (fully-paid)... 55,000,000 Roubles. Reserve Fund... 26,860,000

Capital Contributed by the Chinese Government... 3,500,000 Kpg. Tls. Reserve Fund... 1,750,000

Head office: PETROGRAD.

Paris Office: 9, Rue Boudreau.

London Office: 64, Old Broad St. E.C.

Bankers: London: Messrs. Glyn, Mills, Currie & Co. Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas. Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

For Eastern Branches and Agencies: Bombay, Harbin, Peking, Changhai, Hongkong, Shanghai, Chafoo, Newchwang, Tientsin, Dairen, Nikolayevsk, Vladivostok, Hailan, O-Amur, Yokohama, Hankow.

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZERSKI, G. CARRERE, Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital... \$300,000.00 Reserve... \$10,000.00 Deposits (June 30, 1917)... \$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN, General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital... \$50,000,000 Paid-up Capital... \$10,000,000

Head Office: PEKING.

Branches and Agencies: Peking, Tientsin, Newchwang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tientsin, Kailung, Hankow, Ichang, Shanghai, Wuho, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Fochow, Canton, Nanchang, Taiquen, etc., etc.

SHANGHAI BRANCH, 3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 3 per cent per annum and on Fixed Deposits at the following rates: For 3 months at the rate of 3 per cent per annum. For 6 months at the rate of 4 per cent per annum. For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG, Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office: 12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.

Not more than \$1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of \$5,000.

Interest at the rate of 3 1/2 per cent per annum will be allowed on the monthly minimum balance.

Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital... Frs. 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot. General Manager, A. J. Pernotte.

HEAD OFFICE, 74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin, Shanghai, Haigou and Hongkong.

BANKERS: In France: Societe Generale pour le Developpement du Commerce et de l'Industrie en France. In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION, Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1850.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed... Yen 45,000,000 Capital Paid-up... 35,000,000 Reserve Fund... 21,300,000

London Bankers: Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies: Antungshan, London, Port Arthur, Bombay, Liao-yang, S. Francisco, Calcutta, Los Angeles, Singapore, Changchun, Lyons, Sydney, Dairen, Mukden, Sianfu, Hankow, Nagasaki, Tientsin, Harbin, Newchwang, Tientsin, Hongkong, New York, Tokio, Honolulu, Osaka, Tientsin, Kobe.

SHANGHAI BRANCH Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus... U.S. \$5,500,000.00 Undivided Profits... 1,810,000.00 U.S. \$7,310,000.00

Head Office: 55 Wall Street, New York. National City Bank Building.

London Office: 36 Bishopsgate, E. C.

Branches: Bombay, Hongkong, Peking, Calcutta, Kobe, San Francisco, Canton, London, Santo Domingo, Cebu, Manila, San Pedro de Colon, Medellin, Macoris, (Cristobal C.Z.), Shanghai, Hankow, Panama, Singapore, Tientsin, Yokohama.

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:— Bahia, Buenos Aires, Santiago de Cuba, Genoa, Santos, San Paulo, Havana, Montevideo, Valparaiso, Petrograd.

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND, Manager.

1a Kluckiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up Capital—Gulden 60,000,000 (about £5,000,000)

Reserve Fund—Gulden 11,595,461 (about 1966,258)

Head Office: AMSTERDAM.

Head Agency: BATAVIA.

Agencies in Holland: THE HAGUE and ROTTERDAM.

Branches: Bandjermasin, Padang, Soerakarta, Bandoeng, Palembang, Tebing-Tinggi, Cheribon, Pekalongan, Tegal, Djember, Penang, Telok-Betong, Djokjakarta, Pontianak, Tjilatjap, Hongkong, Rangoon, Weltevreden, Kota-Radia, Semarang, Langsa, Singapore, Makassar, Soerabaya, Medan.

London Bankers: Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG, Manager.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000 Paid-up Capital... Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits: For 3 months at 3 per cent per annum. For 6 months at 4 per cent per annum. For 12 months at 5 per cent per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL, Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital... H.\$2,000,000 Subscribed and paid up Capital... H.\$1,371,500 Reserve Fund... H.\$120,000 Investment reserve fund... H.\$20,000

Head Office: No. 6 Des Voeux Road, Hongkong.

Shanghai Office: No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG, Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital... £1,500,000 Subscribed Capital... 1,125,000 Paid-up Capital... 582,500 Reserve Fund... 800,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers: Bank of England. London Joint Stock Bank, Ltd.

Branches & Agencies: Bombay, Howrah, Madras, Calcutta, Kandy, Penang, Colombo, Karachi, Port Louis, Delhi, Kota Bharu (Mauritius), Galle (Kelantan), Rangoon, Hongkong, Kuala Lumpur, Shanghai, Singapore.

Shanghai Branch. EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 3 per cent per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG, Manager.

7 Nanking Road. \$157

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunming Tael 10,000,000

HEAD OFFICE: PEKING.

50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA, Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH, No. 1 Kluckiang Road

Capital... Yen 30,000,000 Capital (Paid-up)... Yen 18,750,000 Reserve... Yen 1,470,000 Deposits... Yen 120,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches: Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niigata, Hiroshima, Yamaguchi, Shimoda, Moji, Wakamatsu, Kinkyo, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Bankers: LLOYDS BANK, LIMITED New York Bankers: NATIONAL CITY BANK OF N. Y.

Sailed from Shanghai			
For London, etc.		China	Aug. 26
Mahina Maru	July 1	H. Luckenback	Aug. 28
Suwa Maru	July 31	Tenyo Maru	Aug. 18
For Liverpool		Venezuela	Aug. 18
Hitachi Maru	Sept. 5	For Tacoma	
Kashima Maru	June 26	Mendota Maru	Aug. 22
Sado Maru	July 31	Panama Maru	Aug. 10
For New York		For Seattle	
Suruga	Aug. 2	Sado Maru	Aug. 30
Toyooka Maru	Aug. 10	Yokohama Maru	Aug. 6
Tsushima Maru	July 11	For Vancouver	
		Bessie Dollar	Sept. 17
		Hazel Dollar	Sept. 2
		Suki Maru	Aug. 28

## GENERAL SHIPPING NEWS

## Future Sailings

## FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 17	2.30	San Francisco	Ecuador	Am.	P.M.S.S. Co.
17	6.00	Victoria B.C. & Seattle	Shidzuka maru	Jap.	N.Y.K.
18	..	Tacoma & Seattle	Mexico maru	Jap.	O.S.K.
Oct 1	..	San Francisco	Buwal maru	Jap.	O.S.K.
13	..	San Francisco	Korea maru	Jap.	Alexander
18	..	San Francisco	Colombia	Am.	P.M.S.S. Co.
18	..	Victoria B.C. & Seattle	Inaba maru	Jap.	N.Y.K.
18	..	San Francisco	Shidzuka maru	Jap.	Alexander
20	..	Victoria B.C. & Seattle	Yokohama maru	Jap.	N.Y.K.

## FOR JAPAN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 17	3.30	Kobe & Yokohama	Ecuador	Am.	P.M.S.S. Co.
17	6.00	Kobe & Yokohama	Shidzuka maru	Jap.	N.Y.K.
18	..	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N.Y.K.
20	1.00	Molli, Kobe & Osaka	Kumano maru	Jap.	N.Y.K.
20	..	Nagasaki, Moji & Kobe	Kawato maru	Jap.	N.Y.K.
22	..	Nagasaki, Moji & Kobe	Hakui maru	Jap.	N.Y.K.
29	7.00	Kobe	Fushimi maru	Jap.	N.Y.K.
29	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.

## FOR EUROPE, INDIA, STRAITS, ETC.

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 17	..	London etc.	Iyo maru	Jap.	N.Y.K.
30	..	London etc.	Fushimi maru	Jap.	N.Y.K.

## FOR SOUTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 16	10.00	Swatow, Hongkong & Canton	Wienan	Br.	J.M.S.N. Co.
16	..	Swatow	Hsinchi	Br.	J.M.S.N. Co.
16	11.00	Swatow & Hongkong	Yingchow	Br.	B.S.S.
16	12.00	Takao via P'ohow & K'long	Keelung maru	Jap.	O.S.K.
17	4.00	Swatow	Shidzuka maru	Jap.	N.Y.K.
17	4.00	Ningpo	Hsinchi	Br.	J.M.S.N. Co.
18	5.00	Hongkong	Korea maru	Br.	B.S.S.
18	..	D.L. Hongkong & Canton	Shidzuka maru	Br.	B.S.S.
20	..	D.L. Amoy, Hongkong & Canton	Shidzuka maru	Br.	B.S.S.
22	..	Swatow & Hongkong	Shidzuka maru	Br.	B.S.S.
23	..	D.L. Swatow, Hongkong & Canton	Shidzuka maru	Br.	B.S.S.
25	..	D.L. Hongkong & Canton	Shidzuka maru	Br.	B.S.S.
26	..	Hongkong	Inaba maru	Jap.	N.Y.K.
27	..	Hongkong	Shidzuka maru	Jap.	Alexander

## FOR NORTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 17	1.00	Tientsin and Dairen	Ecuador	Jap.	S.M.R.
18	..	Tientsin direct	Frederic	Br.	K.M.A.
18	..	Tientsin, Dairen & Tientsin	Kobu maru	Jap.	O.S.K.
18	..	Weihsaiwei, Chefoo & Tientsin	Sunflower	Br.	B.S.S.
20	10.00	Weihsaiwei, Chefoo & Tientsin	Shidzuka maru	Br.	B.S.S.
22	10.00	Weihsaiwei, Chefoo & Tientsin	Shidzuka maru	Br.	B.S.S.
25	4.00	Dairen	Sakaki maru	Jap.	S.M.R.

## FOR RIVER PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Sept 16	..	M.N. Hankow etc.	Kiangtsoo	Chi.	C.M.S.N. Co.
17	..	M.N. do	Kiangtsoo	Chi.	C.M.S.N. Co.
17	..	M.N. do	Tungting	Br.	B.S.S.
17	..	M.N. do	Tafu maru	Jap.	N.Y.K.
18	..	M.N. do	Chungking	Br.	B.S.S.
18	..	M.N. do	Loonoo	Br.	J.M.S.N. Co.
18	..	M.N. do	Nanyang maru	Jap.	N.Y.K.
19	..	M.N. do	Poyang	Br.	B.S.S.
19	..	M.N. do	Suiyang maru	Jap.	N.Y.K.
20	..	M.N. do	Kiangtsoo	Chi.	C.M.S.N. Co.
20	..	M.N. do	Tafu maru	Jap.	N.Y.K.
20	..	M.N. do	Kiangtsoo	Chi.	C.M.S.N. Co.
21	..	M.N. do	Suiwo	Br.	J.M.S.N. Co.
21	..	M.N. do	Lueny	Br.	B.S.S.

\*A.M. M.N.—Midnight. D.L.—Daylight.

## Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Notes
Sept 15	Shanghai	Kiangtsoo	3012	Chi.	C.M.S.N. Co.	KLW
15	Dairen	Keelung maru	968	Jap.	O.S.K.	OSK
15	Amoy	Frederic	1083	Br.	B.S.S.	KLW
15	Chefoo	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	KLW
15	Hankow	Tungting	1264	Br.	B.S.S.	CNW
15	Hankow	Tafu maru	1756	Jap.	N.Y.K.	LPD
15	Japan	Chikugo maru	1446	Jap.	N.Y.K.	NTK
15	Hongkong	Chenau	1068	Br.	B.S.S.	CNW

## Departures

Date	For	Ship's Name	Tons	Flag	Agents	Notes
Sept 15	Tientsin	Sanyo maru	1426	Jap.	S.M.R.	
15	Weihsaiwei, Chefoo & Tientsin	Kiangtsoo	3012	Chi.	C.M.S.N. Co.	
15	Swatow, Hongkong & Canton	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	
15	Swatow	Frederic	1083	Br.	B.S.S.	
15	Swatow	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	
15	Swatow	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	
15	Swatow	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	
15	Swatow	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	
15	Swatow	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	
15	Swatow	Shidzuka maru	1428	Chi.	C.M.S.N. Co.	

## Vessels Loading

## For River Ports

HANKOW & PORTS.—The Str. Kiangtsoo, Capt. A. S. Malcolm, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting Capt. Wavell, will leave from the French Bund on Monday, Sept. 17, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. Kiangtsoo, Capt. John McArthur, will leave on Monday, night. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Tafu Maru, Capt. S. Hosokawa, will be despatched from pootung N.Y.K. wharf on Monday, Sept. 17, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking Capt. Monckman, will leave on Tuesday, Sept. 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, Tel. No. 77.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,925 Capt. Findelson will leave on Tuesday, Sept. 18, at about 12 o'clock midnight. For Freight or Passage apply to Jardine Matheson and Co., Ltd., General Managers, Tel. No. 240.

HANKOW & PORTS.—The Co.'s Str. Nanyang M. Capt. K. Takeshita, will be despatched from pootung N.Y.K. wharf on Tuesday, Sept. 18, at about 12 o'clock midnight. For Freight and Passage apply to The

Nishin Kisen Kaisha, No. 5 The Bund, Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Wednesday, Sept. 19, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Luanyi Capt. Frazier, will leave from the French Bund on Friday, Sept. 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Ngankin Capt. Newcomb, will leave from the French Bund on Saturday, Sept. 22, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

## For Southern Ports

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Keelung Maru, Capt. T. Kamashi, will be despatched from the Co.'s Yangtsepooh wharf on Sept. 16, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 9 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

SWATOW and HONGKONG.—The China Navigation Co.'s Str. Yingchow, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, Sept. 16, at 11 a.m. For

Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsinchi, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, September 17, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The s.s. Korea Maru, 18,000 tons, Capt. T. Ota, will be despatched on Tuesday, September 18. Tender conveying passengers and mails will leave Customs jetty at 5 p.m. For Passage apply to Toyo Kisen Kaisha, T. N. Alexander, Agent.

HONGKONG and CANTON.—China Navigation Co.'s Str. Chenau, Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, Sept. 18, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

AMOI, HONGKONG & CANTON.—The China Navigation Co.'s Str. Sinking Captain Benson, will leave from the French Bund direct for the above ports on Thursday, Sept. 20, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. Anhui, Capt. Eddy, will leave from the French Bund direct for the above ports on Sunday, Sept. 23, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. L. Jones will leave from the French Bund direct for the above ports on Tuesday, Sept. 25, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Canada Maru, Captain T. Suruga, will be despatched from the Co.'s Yangtsepooh wharf on September 25 at daylight. The steam-launch conveying passengers on board will leave the customs jetty at — on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

## For Northern Ports

TIENTSIN Direct.—The Kailan Mining Administration Chartered s.s. Proteus about September 18. For Freight or Passage, apply to Agent, 1 Jinkoo Road Tel. No. 319.

WEIHSAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien Capt. Northcombe will leave from the French Bund on Tuesday, Sept. 18, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Kohoku M. Capt. K. Saito, will be despatched from the Co.'s pootung wharf on Sept. 18, at —. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

WEIHSAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow, Capt. McIntosh, will leave from the French Bund on Thursday, Sept. 20, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHSAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking Capt. Barkus, will leave from the French Bund on Saturday, Sept. 22, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

## For Foreign Ports

SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU.—The Pacific Mail Steamship Company's Steamer Ecuador will be despatched from Shanghai, Monday, Sept. 17. The tender conveying passengers, baggage and mails will leave the Customs jetty at 2.30 p.m. on that date.

TACOMA and SEATTLE, CALLING AT VICTORIA B.C. via MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Str. Mexico M. Capt. K. Komiya, will be despatched from on September 19, at —. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at — on the same day. For Freight or Passage, please apply to The O.S.K. No. 4, The Bund, Tel. No. 4234 and 4047.

TACOMA & SEATTLE, CALLING AT VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Str. Hawaii Maru, Capt. J. Kanao, will be despatched from on Monday, October 1, at —. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4047.

SWATOW and HONGKONG.—The China Navigation Co.'s Str. Yingchow, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, Sept. 16, at 11 a.m. For

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## YANGTSE RIVER &amp; CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luanyi, Nagankin, Poyang, Tatung, Tungting, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

\*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenau, Yingchow, Sinking, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hothow, Pakhoi, Halphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHSAIWEI and CHEFOO.—S.S. Tungchow, Fengting, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsinchi.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co. or from Messrs. THOMAS COOK & SON, Foochow Road.

## BUTTERFIELD &amp; SWIRE.

Freight: Telephone N. 77. Agents: 21-23 French Bund.

Passage: Telephone No. 401.

## PACIFIC MAIL S.S. CO.

## U. S. MAIL LINE

Operating the new first-class steamers "Ecuador," "Venezuela" and "Colombia" 14,000 tons each

## TO SAN FRANCISCO VIA KOBE, YOKOHAMA AND HONOLULU.

## THE SUNSHINE BELT

The most comfortable route to America and Europe

SAILINGS FOR SAN FRANCISCO

S.S. "Ecuador"	Sept. 17, 1917
S.S. "Colombia"	Oct. 13, 1917
S.S. "Venezuela"	Nov. 10, 1917
S.S. "Ecuador"	Dec. 7, 1917

## SAILINGS FOR MANILA AND HONGKONG

S.S. "Colombia"	Sept. 23, 1917
S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917
S.S. "Colombia"	Dec. 15, 1917

(Subject to change) ..

The Safety and Comfort of Passengers our first consideration.

Victoria interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information re freight and passage, apply to

B. C. HAILE, Agent.

1b Nanking Road (Palace Hotel Building) Shanghai.

Telephone 5056.

## O. S. K.

## OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)

Under Mail Contract with the Imperial Japanese Government

## SAILINGS FROM SHANGHAI

(Subject to Alteration)

## AMERICAN LINE

(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C.

"MEXICO MARU" ... (12,000 tons) Capt. K. Komiya, Sept. 18, 19

"HAWAII MARU" ... (18,000 tons) Capt. J. Kanao, Sept. 30, Oct. 1

(For Hongkong) arr. leave.

"CANADA MARU" ... (12,000 tons) Capt. T. Suruga, Sept. 24, 25

## CHINA COASTING LINE

For Tientsin, Dairen and Tungtau ar. leave.

"KOHOKU MARU" ... (2,610 tons) Capt. K. Saito, Sept. 16, 18

For Foochow, Keelung and Takao arr. leave.

"KEELUNG MARU" ... (1,569 tons) Capt. T. Kamashi, Sept. 14, 16

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

M. YAMAGUCHI, Manager, Union Building, 4 The Bund.

Tel. Address: SHOREN, SHANGHAI. Tels. 4047, 4234.

## JAMES MAGILL &amp; Co.

Carls delivered at any Address in Shanghai.

Furniture and Carols Packed for Shipment by Expert Packers

## SHIPPING AND FORWARDING AGENTS.

Telephone 1848—83, Szechuen Road

## CANADIAN PACIFIC

## OCEAN SERVICES



## THE EMPRESS STEAMERS

On arrival at Victoria are boarded by Canadian Pacific Ticket Agents and Baggage Checkers, also Canadian and United States Customs Officers. During the six hour ride Victoria to Vancouver actual rail tickets can be issued, your baggage inspected or bonded and checked through to destination. On arrival at Vancouver passengers are free to go forward immediately.

## OCTOBER IN JAPAN

Is one of the most delightful months of the entire year. The wonderful Autumn Foliage and delicious Persimmons are both approaching their best.

Tickets are good for six months, permit to you to travel between ports in Japan by rail and are interchangeable



## Auctions

DRAPERY AUCTION  
W. FUNDER & CO.

will sell by  
PUBLIC AUCTION  
within their salesroom, 111 and 113  
Szechuen Road.

On Monday, 17 Sept.,  
at 10 a.m. and continuing at 2.30 p.m.

A consignment of NEW AUTUMN  
and  
WINTER OUTFITTING GOODS  
and  
HOUSEHOLD LINENS

comprising:  
Sheets and Pillow cases, Down  
Quilts, Bedspreads, Blankets, Rugs,  
Table-cloths and Napkins, Curtains,  
Bath and Face Towels, White goods,  
Bath mats, etc.

Wool Underwear, Coat sweaters,  
Jerseys, Boots, Shoes, Slippers, Ready-  
made Overcoats, Raincoats, Wool  
Cashmere and Silk Stockings and  
Socks.

Real HARRIS TWEEDS, Irish  
Handwoven Tweeds, Scotch and Irish  
Homespun, Donegals, Norfolk,  
Blue SERGES, Overcoat Lengths,  
New Dress Stuffs.

Dainty Lingerie, Warm Nightgowns,  
Dressing Gowns, Wool Mufflers, Wool  
Shawls, Handkerchiefs, Shirts, Pyja-  
mas, "ONYX" silk Hose, Brushes, etc.  
and

4 cases of Goods for Children's wear,  
comprising: Wool combinations, Vests,  
Drawers, Pants, Wrappers, Warm  
Nightdresses, Nainsook Underclothing,  
Raincoats, Boots, Shoes, Coat-Sweat-  
ers, Jersey Suits, Jerseys, Wool Stock-  
ings, Mafinee Jackets, Wool Petticoats,  
Wool Booties, Furs, Gloves,  
Christening Robes, etc.

On view Saturday and ALL day  
Sunday, 16th and 16th. Catalogues on  
the premises.

## S.Y.C. Regatta

The Yacht Club Regatta in  
aid of Sailors' War Orphans  
will take place today, the  
16th, at Woosung, Pro-  
gramme as originally ar-  
ranged.

Ordinary trains at 10.05 a.m.,  
4.20 and 6.55 p.m.

15129

## FRESH SAMLI

\$1.50 per lb.

## FRESH HERRINGS

25 cents each

Motor Delivery Service

## C. EDDIE &amp; CO.

1132-3 Broadway, Shanghai

Tel. North 439

## Fresh Butter.

## "Daisy" Brand

The finest quality procur-  
able. Always fresh, pure  
and delicious and always  
gives satisfaction.

## "Meadow" Brand

An excellent Butter for  
the table or cooking.

## TASMANIAN "I.X.L." JAMS &amp; FRUITS

Finest quality—made from  
only the finest selected fruit  
and pure cane sugar.

TO BE OBTAINED OF ALL  
STOREKEEPERS.

Imported by

GEDDES &amp; CO., LTD.

Tel. 346.

5 Peking Road.

Business and Official  
- - - Notices - - -

## Cheap Sale

for  
Two Weeks Only

from  
17th to 29th Sept.  
Embroidery, Laces and All Kinds  
of Hand Works

at  
20% discount

Chinese Arts Co., Ltd.

F. 1848A Bubbling Well Road.

MODES DE PARIS

509 Bubbling Well Road.

(Opposite Race Course).

MADAME CECILE begs to inform  
her patrons that she has returned  
from her vacation and is prepared to  
receive orders for dress-making of  
every description from September 1st,  
1917. 14893

## MUNICIPAL NOTIFICATION

No. 2465.

NORMAL SCHOOL.

THE Municipal Normal School, founded  
for the education of Chinese  
teachers of English, will open on Mon-  
day, October 1, at 5 p.m., at the Public  
School for Chinese, Elgin and Cun-  
ningham Roads.

Hours of Classes.—Normal classes  
will be held on Monday, Tuesday,  
Wednesday and Friday evenings from  
5 p.m. to 7 p.m., and on Saturdays  
from 9 a.m. to 11 a.m.

Subjects.—The curriculum will in-  
clude the following subjects:—  
Elementary Psychology (theoretical  
and experimental).

The teaching of English (a) to be-  
ginners, (b) to 3rd and 4th year pupils,  
(c) to 4th and 5th year pupils.

The teaching of Arithmetic, Al-  
gebra, Geometry and Trigonometry.

The teaching of Geography, History,  
Drawing, Vocal Music and Drill (Calis-  
thenes, Military and Scout Drill).

English Pronunciation (including  
Phonetics and practice in Reading and  
Speaking).

Length of Terms.—The first (or  
Winter) Term will last from October  
1 to December 22, 1917.

The second (or Summer) Term will  
last from March until May, 1918.

Fees.—Although organised especial-  
ly for teachers in the Municipal  
schools for Chinese, the Normal  
School will be open to other teachers  
on the following terms:

One subject per term..... \$10  
Two or more subjects per  
term..... \$20

Examinations and Certificates.—An  
examination will be held at the end of  
each School year (consisting of two  
terms) and certificates will be award-  
ed to those who satisfy the examiners.

The final certificate of the Normal  
School will be granted only to those  
who attend the School for three years  
and who satisfy the examiners in the  
theory and practice of teaching,  
psychology as applied to teaching,  
school hygiene, and in English, or who  
reach the standard required by the  
College of Preceptors, England, for the  
diploma of Associate.

Registration.—The Principal will be  
in attendance at the Public School for  
Chinese on Saturday, September 29,  
from 9 a.m. to 10 a.m., and on Monday,  
October 1, at 4.30 p.m., to receive fees  
and admit pupils. All fees are payable  
in advance.

By order,

N. O. LIDDELL,  
Acting Secretary.

Council Room,  
Shanghai, September 12, 1917. 15127

Have you tried our

## "UPPER CRUST"

Rye Whiskey?

—THE WHISKEY—  
—OF QUALITY—

Phone 2021

GARNER, QUELCH &amp; CO.

WINE MERCHANTS

73 Szechuen Road

## NOTICE

NOTICE is hereby given that the  
following regulations have now  
been made by this Office regarding  
the registration of German and Aus-  
trian Subjects.

All German Subjects residing in  
Shanghai, whether having previously  
obtained Registration Certificates or  
not, to come to this Office, at 122  
Bubbling Well Road, and register  
themselves again between the 15th  
and 29th of September instant in-  
clusive.

From the 1st of October next all  
male adults of German or Austrian  
Nationality residing in Shanghai to  
register themselves at this Office  
once every half month between the  
1st and 5th and between the 15th  
and 20th inclusive.

From the 1st of October next all  
females and infants of German or  
Austrian Nationality residing in  
Shanghai, to register themselves at  
this office once a month between the  
20th and 25th inclusive.

All German and Austrian Sub-  
jects must conform to the above  
regulations without fail.

Dated the 8th day of September,  
1917.

The Sungkiang and Shanghai  
Branch Investigation Office.

15071

## Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road

Consultations, 9-12 and 3-6

Telephone 1916.

15018

"For indecision brings its own  
delays, and days are lost  
lamenting over lost days. Are  
you in earnest? Seize this very  
minute. What you can do, or  
dream you can, begin it. Boldness  
has genius, power, and magic in  
it. Only engage, and then the  
mind grows heated. Begin, and  
then the work will be completed."

WIDLER &amp; COMPANY

CHUNGKING, WEST CHINA

Born 1915—Still Existing.

ZONG LEE &amp; SONS, (W. Z. Lee &amp; Sons, Est. 1895), BROADWAY, SHANGHAI

## METALS AND HARDWARE

Contractors to Government, Municipalities, Railways, Tramways, etc.

## SATISFIED CUSTOMERS

ARE

NEVER SATISFIED

THEY ALWAYS RETURN TO

GRIFFITHS' STORES

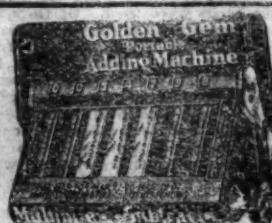
FOR MORE OF CLUFF'S

DELICIOUS

"BLUE RIBBON"

TINNED FRUITS

TELEPHONE WEST 641 FOR A TRIAL ORDER



ADDING

AND

LISTING

MACHINES

FROM \$10 U.S.C. UPWARDS

THE OFFICE APPLIANCE CO.  
4 CANTON ROAD, SHANGHAI.

## BIG SALE

OF

## PITKIN'S PRODUCTS

AT

## JANG TAH'S

No. 17 Nanking Road and 1836/7 N. Szechuen Road

From September 3rd to 17th, 1917.

Do not miss this opportunity to stock your requirements.  
Prices are advancing.

Illustrated and descriptive circulars sent on request.

Tel. No. 3255.

The Eastern Syndicate

128a Szechuen Road

Representatives

J. M. Pitkin &amp; Co.

Manufacturers, Newark, N.Y.

14951

## Dr. J. A. Diaz, M.D.

has removed to No. 18 Nanking  
Road, Central Building.

CONSULTATION HOURS:

Daily 10 a.m. to noon and 2 p.m.  
till 5 p.m.

Telephone 2279.

15063

## NOTICE

The Osaka Marine and Fire Insur-  
ance Co. hereby notify that Messrs.  
Osaka Shosen Kaisha, Shanghai, have  
been appointed Agents for their Com-  
pany at Shanghai.

THE OSAKA MARINE & FIRE  
INSURANCE CO., LTD.  
The Osaka Shosen Kaisha, Shanghai.  
H. YAMAUCHI,  
Mgt. Agent.

4 The Bund (Union Building).  
Tel. Nos. 4234, 4047.

15123

## Alma Estates, Ltd.

NOTICE is hereby given that the  
Directors have declared a second in-  
terim dividend for the year ending  
30th September, 1917, of 5 per cent on  
the issued Capital of the Company—  
being equal to 45 taels cents per Share,  
payable on 25th September, 1917, to  
registered shareholders on record on  
that date.

By order of the Board of Directors,  
HUGO REISS & CO.,  
Secretaries & General Managers  
Shanghai, September 11, 1917. 15089

Business and Official Notices  
are Continued on  
Page 11

## Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must  
be Prepaid

Replies must be  
called for

## APARTMENTS

## WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms (Front and  
back, with bathrooms and verandah)  
to let. Moderate prices. Good table.

Tel. 3482

15084

## Nos. 8 &amp; 11 Quinsan Gardens

Phone 1944

In No. 11 Facing Park, a large  
bedroom and sitting room com-  
bined, with closed verandah and  
bathroom attached. G. m. table  
for a small family  
also  
A small cosy attic room.

15138 S.16

COMFORTABLE HOME, with  
board, for British or American  
gentleman of quiet disposition. Near  
S.N.R. Station. Garden and own  
fowls. Moderate terms. Apply to  
Box 117, THE CHINA PRESS.

15143 S.18

NEAR COUNTRY CLUB, to let  
very large, well-furnished room  
facing south, suitable married couple  
or two bachelor friends. Spacious  
bathroom, hot water service, pleas-  
ant surroundings. Also single room.  
Telephone, stabling. Apply to Box  
104, THE CHINA PRESS.

15111 S.16

TO LET, Western district, near  
tram, one large room suitable mar-  
ried couple or two bachelor friends  
(American guests). Also single  
room. Hot water service, telephone.  
Apply to Box 105, THE CHINA  
PRESS.

15111 S.16

TO LET, Central, near Bund, in  
small select boarding house, a large  
well-furnished double room; own  
bathroom. Also a smaller room.  
Lift and phone. Excellent board  
and attendance. Moderate terms.  
Apply to Box 102, THE CHINA  
PRESS.

15109 S.16

TO LET, in a German family, 2  
nicely furnished rooms, with bath-  
rooms and kitchen complete, for 2  
bachelors or married couple without  
children. Also 2 single furnished  
attics, with separate bathrooms.  
Apply to Box 100, THE CHINA  
PRESS.

15106 S.16

CENTRAL: TO LET, large  
double bed-sitting-room, excellent  
location, board and service. Room  
has bathroom and verandah attach-  
ed. Apply before September 17th to  
Box 96, THE CHINA PRESS.

15095 S.16

LARGE, well-furnished room,  
suitable for two, bathroom and  
verandah attached; good board and  
attendance. 1 Young Allen Terrace,  
opposite Quinsan Gardens.

15041 S.18

## OFFICES TO LET

FOR RENT: Office flat, No. 1  
Hongkong Road, 2nd floor. Self-  
contained, 7 large, bright, airy  
rooms with north light. Early oc-  
cupation. Very reasonable rental.  
For terms apply on premises.

## EDUCATIONAL

EXPERIENCED lady teacher  
gives lessons in Russian, French and  
music. New, easy methods. Apply  
to Box 113, THE CHINA PRESS.

15128 S.23

WANTED, by American couple  
with one child, two furnished rooms,  
with board, in private family.  
Garage necessary. Address C. W.  
L., care of THE CHINA PRESS.

15134 S.18

## TRANSLATIONS

TRANSLATOR, who has con-  
siderable experience in legal, con-  
sulate, syndicate, journalistic, com-  
mercial and official translation  
work, undertakes translation in  
English and Chinese of agreements,  
petitions, letters, legal documents  
advertisements, and commercial  
documents, etc. Please apply to  
Chang Nieh-yun, c/o 1-a Peking  
Road, or P.D., 159 Haining Road,  
opposite West End Lane.

FOR SALE, a small microscope in  
case. Going cheap. Apply to Box  
115, THE CHINA PRESS.

15139 S.18

FOR SALE, 1 new model bicycle,  
one 100 volts electric iron, and 1  
electric plate, at moderate prices.  
For full particulars, please apply to  
Box 98, THE CHINA PRESS.

15099 S.16

IF you want extra keys made for  
your Yale Locks call at 39 Nanking  
Road.

14970

FOR SALE, Hudson Super-Six, 7-  
seater, in perfect running order,  
nearly new. Cheap. Apply to Box  
103, THE CHINA PRESS.

15110 S.16

JUST ARRIVED from Paris, new  
fur coat (Columbia electric) collar,  
skunk. Apply Madame Manikus,  
French milliner and ladies' dress-  
maker, 22A North Szechuen Road.

15130 S.16

WANTED, man with godown and  
shipping experience, for American  
firm. Reply, stating experience,  
salary expected, etc., to Box 111,  
THE CHINA PRESS.

15124 S.16

WANTED, competent and experi-  
enced interpreter for established law  
firm. Exceptional opportunity for  
right man. Apply to Box 110,  
THE CHINA PRESS.

15126 S.16

WANTED, position by lady steno-  
typist, with experience. Apply to  
Box 109, THE CHINA PRESS.

15120 S.18

WANTED, position by young  
Chinese (college graduate), experi-  
enced typist, shorthand (slight),  
salary expected Tls. 35. Apply to  
Box 106, THE CHINA PRESS.

15112 S.19

NEUTRAL (40), wide experience  
in most of the provinces of China  
(19 years), open to accept any posi-  
tion of trust. Ready to give per-  
sonal security up to Tls. 20,000; no  
objection to place. Apply to  
"Security," care of THE CHINA  
PRESS.

15136 S.16

WANTED IMMEDIATELY, by  
young Britisher of 18, position  
either as assistant bookkeeper, ship-  
ping clerk, or general office assistant.  
Knowledge of codes, correspondence,  
typing, filing, etc., also has slight  
knowledge of shorthand, and A1  
references. No objection to outport.  
Apply to Box 114, THE CHINA  
PRESS.

15138 S.20

OFFICE MAN of experience,  
holding responsible position, wants  
extra work after office hours and  
lots of it; no work too complex to  
handle; no position too small to  
consider or accept, to either one of  
which I promise true devotion, and  
to him who favors me with his con-  
fidence, I shall be unremitting in  
my labours to compensate. Apply to  
Ally, THE CHINA PRESS.

14136

HOUSES TO LET

6 BARCHET ROAD. To let, 9-  
roomed house, detached, garden,  
servants' quarters. For particulars,  
apply to 7 Barchet Road.

15092 S.16

TO RENT: No. 73 Route Vallon,  
from September 15th. Detached  
residence, tennis lawn, Tls. 125 per  
month. China Realty Co., Ltd., 39  
Nanking Road.

15107 S.16

TO LET, Studley Avenue, Baikal  
Road, four and five-room houses,  
hot and cold water, enamelled baths.  
Apply to The China Land and  
Finance Co., Ltd., 10 Canton Road.

15133 S.16

TO RENT: No. 73 Route Vallon,  
from September 15th. Detached  
residence, tennis lawn, Tls. 125 per  
month. China Realty Co., Ltd., 39  
Nanking Road.

15107 S.16

TO LET, No. 4 Annam Road,  
five-roomed house, small garden,  
two bathrooms, stable. Tls. 85 per  
month. China Realty Co., Ltd.,  
39 Nanking Road.

14959

SITUATION VACANT

WANTED, man with godown and  
shipping experience, for American  
firm. Reply, stating experience,  
salary expected, etc., to Box 111,  
THE CHINA PRESS.

15126 S.16

WANTED, competent and experi-  
enced interpreter for established law  
firm. Exceptional opportunity for  
right man. Apply to Box 110,  
THE CHINA PRESS.

15124 S.16

WANTED, position by lady steno-  
typist, with experience. Apply to  
Box 109, THE CHINA PRESS.

15120 S.18

WANTED, position by young  
Chinese (college graduate), experi-  
enced typist, shorthand (slight),  
salary expected Tls. 35. Apply to  
Box 106, THE CHINA PRESS.

# Mr. and Mrs. Bunsen's Unusual Efforts to Attain Domestic Happiness



On the Left You See William Alexander Bunsen, the Brilliant Violinist, with Flowing Locks as He Appeared When He Attracted Hosts of Female Admirers; and on the Right the Same Musician With Hair Cut Short to Appease His Wife, When He Lost All His Public Following.



Mrs. Norma Lueth Bunsen, the Devoted Wife and Talented Artist, Who Found Married Happiness Impossible Because of Her Husband's Magnetic Locks.

Leo Distichstein, in "The Concert," a Play Which Was Built Largely on the Importance of a Musician's Hair.

## How the Brilliant Violinist Cut Off His Hair to Escape Feminine Admiration and Appease His Beloved Wife, but Found There Was No Career for a Close-Cropped Musician and So They Are Temporarily Divorced

**T**HAT a talented musician with long and beautiful hair is an object of almost irresistible attraction to women has been proved by many notable instances.

The tawny mane of the great Paderewski was adored by a host of female worshippers, and gossip even says that the gifted Pole cut up a dozen expensive wigs every year, so great was the demand for locks of his hair. A very successful recent play, "The Concert," turned largely upon the personal peculiarities of a great pianist and the importance of his hair. Indeed, an enthusiastic young admirer almost left her happy home for him, when she was saved by the discovery that one of her duties would be to massage his beautiful hair every day. Thereupon she left him to the care of his lawful and devoted wife.

But never has the importance of the musician's hair received such public and legal demonstration as in the case of William Alexander Bunsen, of Kansas City.

Bunsen and his wife, Norma Lueth Bunsen, are regarded as two of the most brilliant violinists of the West. After eight years of alternating happiness and storm they have decided to part for the present. The trouble was that Mr. Bunsen's lovely flowing hair proved an irresistible attraction to susceptible young women. They lost themselves in admiration of him, they besieged him for locks of his hair and the emotional musician could never refuse them anything. He dearly loved his wife, and whenever she thought his admirers too personal in their attentions he promised to be more correct, but his profession and his irresistible hair made it impossible to keep the promise.

His wife had shown her devotion in many ways. Married as young students, they had barely money to carry them to Germany for study. There she worked in an orchestra to secure money to enable her husband to take lessons from a famous teacher. She contented herself with obtaining the teacher's lessons at second hand through her husband. In spite of this peculiar training Mrs. Bunsen is regarded by many critics in America as fully the equal of her husband as a musician.

A year ago, after Mr. Bunsen had again and again neglected his patient wife beyond endurance, he became very penitent and agreed to cut off his beautiful hair in order to be less attractive to the fair sex. He cut his hair ruthlessly short. But then he found that he had no pupils and attracted only a quarter of his previous public following.

He and his family were faced with discomfort and penury. He was forced to grow his hair again and take the emotional conse-

quences. They occurred promptly.

Then it was that his wife, unable to endure the torment of watching other women absorb his attention, decided to apply for a divorce in the Missouri divorce court. She admitted that she still loved her husband and hoped when he had accumulated a competence and could retire to private life with short hair to resume married life with him again.

In a remarkable statement in court Mr. Bunsen confessed that a musician's hair was at once his fortune and his ruin.

"Your Honor," said Mr. Bunsen, "I made what was to a man in my profession a supreme sacrifice. My dear wife was of the opinion, and correctly, as I discovered afterwards, that the long hair on a male violinist who puts temperamental expression into his playing attracts the sensuous attentions of women with whom he comes into contact in the practise of his profession. Therefore, in order to remove the cause of the attentions from women to which my wife objected I cut off my hair. It was a very painful thing to do.

"Some of us musicians are accused of affectation in allowing our hair to grow long. This is not the true explanation of why musicians such as I allow the hair to grow. I cannot describe it very well, but there is a sort of exaltation, a feeling of abandon associated with the possession of long, waving hair that seems to express the daring, vivacity, bohemianism and tempestuousness which a musician who tries to put more into his music than mere notes likes to feel in his person as well as in his surroundings. I am not backward, or shy, or commonplace when my hair expresses my moods. I feel little, and restrained and impotent when my hair is cut short. So you may see what my sacrifice was when I had it cut off.

# Fragrant Flower Frocks

By Lady  
Duff-Gordon  
("Lucile")



The  
Inspiration  
for This  
Gown  
Came  
from a  
Bed  
of Roses  
in an  
Old-Fashioned  
Garden

On the Left  
a Gown That Has a  
Flower-Like Lightness  
and Beauty.  
Below, on the Right,  
an Up-to-the-  
Moment Dress,  
Yet That Has a  
Suggestion of a  
Quaint Flower Plot,



LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon  
("Lucile")

IN midsummer woman's fancy lightly turns to flower-like gowns.

It is meet that it should be so, for the more a woman looks like a flower in August, the more she accords with the plan of nature. Midsummer is vivid time in nature and vivid time in dress.

But brilliant colors must be shown in the lightest fabrics made. Midsummer is organdie time. The organdies are sheer, nearly weightless and bestrewn with flowers that are so like the flowers of field and garden that one imagines that the fragrance of the blossoms emanates from the frocks.

And so perhaps it does. Midsummer must needs be dainty time. Dainty women sprinkle the articles

in their trunks and dresser drawers with powdered orris. They hang scented bags in the closets among their gowns. Some of them inject sachet powders into the hems of the gowns. The charming artifice has charming results. When the wearer walks or dances it is as though a delicate stream of scent followed in her wake.

She is a clever woman who adapts the perfumes to the flowers of her organdie gown. I know a young woman who especially inclines toward rose buds as decorations. If she gives a luncheon she places rose buds instead of the full blossoms at your plate. Her little gray and blue hats have wreaths of rose buds instead of full blown roses. I was not surprised when she became infatuated with a pale blue organdie upon which seemed to have been scattered a hundred or more pink rose buds. Of course, she uses rose scents, the most delicate possible, the breath of young roses.

Another of my clients prefers the full blown roses, and the odors of the loveliest of flowers delicately en-

velops her. Of course, I provided for her a gown bearing these flowers upon its silken surface.

On this page the largest figure is attired in a cool and modish robe, adapted to the middle and late Summer. Of cream-colored silk, it is made over a mousseline de soie slip. Its quaint shoulder cape, belted in at the waist with one of the broad, straight girdles that "every one" is wearing at present, and its large silk-covered buckle, give it the "character" which every gown needs.

"Character" in a gown is that which sets it apart, makes it "different" from other gowns. "Character" in a gown is what personality is to an individual. Some men and women whom you know are rich in personality. Others are nearly devoid of it. Some gowns have much "character." Others have almost none. This gown, you will agree, has "character."

At the bottom of the page you will see a creation of mine in net, than which there is nothing cooler. It has an effective arrangement of shoulder drapery. The divided tunic, slightly draped, is a smart feature.

Simpler, but effective, especially when worn by a young girl, is the third of the fragrant flower frocks reproduced on this page. Its double tunic, the gathered flounce below the waist, and the broad belt make of it an up-to-the-moment gown.

Yet about each of these, you will agree, is the suggestion of flowers, as though the lovely wearer might have been lost in a lovely old-fashioned garden, or be found there, with equal aptness.

# Automobiles

SHANGHAI, SUNDAY, SEPTEMBER 16, 1917

## PREDICTS PROSPEROUS 1918 IN AUTO TRADE

Says Production Will Be Larger  
—Tendency Toward Lower  
Priced Car

Five million automobiles in America before 1919 or an increase of \$60,000 over the number now in use is the conclusion drawn by a man, known far and wide as an expert on the automobile industry. He says: "The United States has about one car to every thirty persons. On a like basis throughout the rest of the civilized world there would be more than 56,000,000 cars in use. There are now in this country 1,500,000 owners of passenger automobiles that cost at the time of original purchase \$500 or less each; 760,000 owners who paid between \$500 and \$1,000 for their cars; 1,219,000 in the \$1,000 to \$2,000 class and 231,000 having cars of which the cost price was between \$2,000 and \$3,000. There are also in use thousands of cars that originally cost more than \$3,000 each. At present there are in use in the world 4,215,943 cars.

"At the conclusion of the war automobile production in this country will be larger than ever before in order to meet domestic and foreign demand. Governed by the cost of material and labor, the tendency will be toward lower-priced cars, as Europe will want large quantities of inexpensive machines.

"The American manufacturers who have standardized materials, methods and mounting dimensions of parts, decreased the cost of production and improved the quality will naturally be in an advantageous position in the world-wide trade, even if competition will be greater than ever before."

## STRIKING CHALMERS MODELS

Now Being Shown In Varied Types  
Of Bodies And Colors

Progress is being made steadily in motor car refinements, and one of the features of 1917 especially noticeable in the Chalmers models is the wide range of beautiful bodies and body

## Honigsberg Places Record Auto Order



Mr. G. K. Grady  
Asst. Manager, Honigsberg Service  
Station

H. S. Honigsberg and Co., Inc., the pioneer automobile dealers of Shanghai, have recently placed the largest order for motor-cars ever given from this city. They have just received from the General Motors Export, New York, the following cable regarding the dates of shipment of the Buick Cars ordered:—15 on September 15; 45 on October 14; 25 on November 15; 25 on December 15—110 cars in all.

Mr. G. K. Grady, whose picture appears here, has just joined the already large staff of H. S. Honigsberg and Co., Inc., as assistant manager of their service station. Mr. Grady has qualifications of the highest order, and will prove a valuable asset to the rapidly growing business of the company.

Honigsberg's Service Station are now in a better position than ever to give motorists in need the very best help and advice. They will conduct all their work on the most modern principles. They Service Station maintains separate departments, comprising workshop, painting department, storage, tires, etc. It will also have a body-building room, a sales room, and a fully equipped machine shop.

The higher business of the company will be carried on, as formerly, at 40 Bubbling Well Road, and all services pertaining to repair work and rebuilding, painting, etc., will be carried on at Honigsberg's Medhurst Road establishment.

colors offered to customers. A few speedster in battleship gray, a capary seasons back enameled for automobile and black cabriolet, a light gray use had not been perfected to their sedan, a rich brown brougham, a present stage of durability, and many seven passenger touring car, with who bought cars of brilliant hues, bright red wheels, also clover leaf and were disappointed because these victrola models in attractive shades special or light colors would not be blue.

stand the wear and tear. It was The Chalmers closed cars are quite natural that motorists should veritable motor equipages de luxe, prefer the more standard shades, and while light in weight have an such as dark blue and black. Now, air of richness which satisfies the however, conditions are different, and most fastidious. The open models more delicate tones of car enamel can be finished in distinctive body lines, be guaranteed, to stand reasonable which, combined with the color wear and washing if properly done, schemes, make them most cheerful C. H. King, vice-president and appearance. The new Chalmers general manager of the Chalmers cars must be seen to be thoroughly Sales Company, Inc., has just placed appreciated, and they form interest- exhibition on the salesroom floor comparison with other cars of some unusually beautiful colored the same or higher prices now being Chalmers models, among them a marketed.

## SIXTEEN MILLIONS FOR PACKARD MOTOR TRUCKS

4,800 Vehicles Have Been Order-  
ed By United States War  
Department

Three thousand three-ton chainless trucks have just been ordered by the United States War Department from the Packard Motor Car Company. This is the second quantity order placed by the Government with the Packard within ten days and brings the total of the two orders up to 4,800 trucks, representing a money value of more than \$16,000,000.

"This is a big task the Government has laid on us," said President Allan Macauley, "but it is met with an equally big demonstration of loyal determination among the executives of our manufacturing division, the superintendents and foremen and the workmen of the truck factory to see the job through on time."

The latest order, like the earlier one for 1,500 trucks, specifies the Packard's standard three-ton, and delivery is apportioned for the months between now and the early part of 1918. There are already 1,250 Packard trucks in the United States Army, Navy and Marine Corps Service, and with the delivery of these there will be more than 6,000.

## A Different Ford Joke

Two men, neighbors living near a city, decided to get a car. As it happened each had \$1,500. John got a great big 126-inch wheel base, but his neighbor decided about 100 was enough for him, so he signed up for a Ford. John started out ahead, with Bill following in his Ford. Present, John had occasion to stop and as Bill went sailing by he yelled, "Hey, Bill! what's that rattlin' so loud?" Bill gave him a parting glance and replied, "Aw, it's just that thousand buck I've got left."

## Efficiency Tips

When a clutch starts slipping badly it is needless to race the engine in the hope that the car will move faster. Rather operate the engine slowly with a slight change in speed, so as to attempt to cause the flywheel to carry the clutch around. When the engine is raced it makes matters worse all around, for the clutch does not hold and there is possibility of burning it up altogether.

For common travel near home the spare tire should not be carried on the car, where it will deteriorate almost as fast as if in actual use. Before taking the car out of the garage inspect the tires carefully, and if tread cuts need repairs put on the spare tire in place of the injured one while repairs are being made.

Electric cables that rub on sharp edges of battery box or other parts will soon wear through the insulation from vibration of the car, and a short circuit will occur that may be hard to locate. These parts should be well protected with adhesive tape and frequently inspected.

Short circuits may be found in countless places. Generally they are found in the battery itself, around the battery where electrolyte has been carelessly spilled, or in the wiring some distance from the battery. Then, again, one might occur at such a point in the electrical system as not to directly affect the battery, yet seriously interfere with the working of some other part of the equipment, with the resultant waste of such energy as would render the battery powerless to operate even the lamps of the car.

An automobile dealer says that anyone who wants to have a fine running motor should put a couple of quarts of light or medium lubricating oil in with every ten gallons of gasoline pumped into the tank. This is particularly efficacious, he says, in the case of a new motor. It will be limbered up in considerably less time and will give better service thereafter.

## Allowing The Motor To Labor

Allowing the motor to labor, or sticking in high gear, when the low gear really should be used, is a matter of vanity with many owners of automobiles, owners of Ford cars included. It is nice to be able to say that one covered every hill on a certain trip on high gear—but, if this necessitates an early overhaul for the motor, what is the profit?

While the Ford is so geared that all ordinary driving can be done on the high gear, some drivers injure their cars by staying in high gear much too long. In the Glidden Tours, in which the Pierce-Arrow cars made such splendid records, it was quite noticeable that the skillful drivers of these fine cars, were nearly always the first to change into

lower gears when hills were reached. They always changed gears before they actually had to, and there was no false pride about these scientific drivers of fine cars.

It is far harder on the motor to have it pound away on high gear, when ascending a steep hill, than to use the low gear and let the motor pull the car without strain. Laboring of the motor can be readily detected by the sound of the motor and the jerky motion of the car. When the car is traveling slowly up a steep hill, and the throttle is wide open, the full force of the explosive effort of the gases is exerted on a slowly moving piston, so that the oil is squeezed out from between the pistons and cylinder walls. When the motor is running faster, the pistons run away from the force of the explosion so rapidly that the pound is reduced, and the oil film between the pistons and cylinder walls is not broken.

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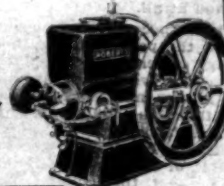
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## EXPLAINING THE CORRECT WAY TO DRIVE YOUR CAR

Some Fruitful Suggestions Made By An Expert For The Automobile Owner

By Walter Shields

There are a great many of us who, after many years of careful driving, have come to the erroneous conclusion that there is little more to be learned to improve our ability at the wheel and who incidentally consider that the highway is no place for a woman at the wheel of an automobile. The newer owners, of whom there will be many hundred thousand this year, form another group who, however, must only begin to master the principles of the art. The man or woman who can sit at the wheel of a car and drive at twenty miles an hour over a trafficless road is doing the least extraordinary of things, but the driver who can manage his car in traffic, who is not afraid to maneuver through it without chains on slippery streets and comes through each time without damage of any sort, who knows how to shift gears properly, shift at the right time, accelerate when necessary and is a good judge of distance and considerable of his car—he truly can be placed in the class with the successful ones.

While a number of the remarks which follow may seem like repetition to the older drivers they will no doubt be of value to the newer ones, while both classes may find some instruction which has not come to their attention before.

It is a fact that the race driver who is accustomed to driving at 100 miles an hour appears rather timid when at the wheel of a touring car being driven over city streets. He is of that order of intelligence which recognises laws and has some feeling for the mechanism of his car. He holds the wheel in such a position that the car may be turned with the least effort—either to left or right. He holds the wheels with his left hand above the middle and his right below the middle, so that if the wheel were to represent the face of a clock the hands of the driver would indicate about twenty minutes after ten. In this position the hands can do the best work. The listless driver drops his hands to the bottom of the wheel or takes almost any position at all.

There is no necessity for keeping the feet on the pedals all the time. The average driver keeps the clutch pedal in control while he is driving for fear that he may have to stop quickly without due notice, forgetting that this is bad for the clutch and also that it is better to get out of the habit of making quick stops by throwing out the clutch. The driver can prove to his own satisfaction that it is much easier to stop by applying the brake only, throwing the clutch just in time to prevent the engine from stalling. If this is done it will be found also that skidding on wet streets will be avoided to a great extent, as the car will have a tendency to remain straight. If the brakes are not properly adjusted, that is, if one side holds more firmly than the other, this method of braking may not correct the fault, but it is considerably better than depressing both pedals. Of course, it goes without saying that the driver who neglects to use chains when the streets are wet is neglecting to insure his life, so to speak, for up to the present time no better safeguard against skidding has been found. While on the subject of skidding it might be mentioned that this often is avoided by progressive application of the brakes, which practice should also be used regularly. Instead of depressing the brake pedal or applying the hand brake harshly, thus imagining that the car will come to a dead stop, the brakes should be applied and released alternately. The engineer of a locomotive and street car motorman use this method. The brake is applied for an instant and then released and this alternate application and removal of braking force is repeated until the car stops. This assumes, of course, that the braking surfaces are in fairly good condition, for if they are not the car will not be arrested on the first momentary application. When the brakes are considerably worn the pedal should be held down longer. Really a little practice with this method of using the brake will at once show its efficacy. It might be argued that the brakes become worn, but the additional use of the brakes cuts little life from them and indeed it is well worth the very slight expense.

If it should be the driver's misfortune to have caused a skid, it requires quick thinking to prevent the car from striking another or from slipping against the curb and perhaps crushing a wheel. It is usual to turn the front wheels in the direction in which the car is skidding, the object being to try to get it on a straight course. In the excitement the driver rarely remembers what to do, in fact if you were to ask a driver who had skidded around a few times what he did with his hands and feet he could not tell. He also could not tell what he tried to do. Usually control is completely lost when the car wheels are locked and the driver insists upon keeping them locked. Nothing remains in this case but to wait until the momentum of the mass is lost. However, I have found that a quick shift into second and the alternate application and release of the brakes tends to help the driver keep control. An owner recently told me that he considered it desirable at times to skid, and for that reason all owners should know how to cause a skid. He stated that he had the alternative of spinning his car around in a circle or striking a car ahead. To skid he released the clutch and jammed the brakes and purposely cramped the front wheels so the car would spin in a circle. However desirable this may be it re-

quires a little practice to spin in a circle, and the best way to learn how to do it, though I do not consider the practice correct, since a car properly operated should not skid, is to drive the car over an icy pavement in winter, release the clutch and quickly apply the brakes. In some cities this is considered a sport and in the old days, when road testing was quite common in Detroit, the testers played in this way for a few hours each day.

The average woman is a better driver than the average man despite the contention of the latter that women drivers are a menace on the road. Women are considerably more careful with respect to using the brakes. The ordinary woman driver slows down about fifty feet before the actual stopping place, which is correct. She reduces the car speed first by closing the throttle and secondly by using the brakes. The male driver usually waits until the car is five feet from the stopping place, and then attempts to arrest the car's motion in an instant. This is bad for the tires and for the mechanism and it does not save very much time.

Shifting gears quietly seems to be a difficult thing for some so called experienced owners. The reason is that they do not know why the gears clash, though I will admit that in some makes it is practically an inherent fault that gears clash. Ninety per cent of the cars can be shifted noiselessly either up or down the scale. It is simply a question of getting the correct engine speed for the gear speed, and just what these relative speeds might be can be found out only by practice. Practice also can enable the driver to shift without throwing out the clutch, though this is not recommended except as a sort of feat showing what is possible. Most of the drivers I know are able to do this as much by the sound of the engine as by anything else, because the sound gives them an idea of its speed. The owner can understand this subject of gear shifting much better if he will remove the floor boards and perhaps the clutch cover so as to be able to observe the clutch. Some clutches drag, thus making noisy shifts habitual. Permit the engine to run and disengage the clutch while sitting in the seat watching the clutch shaft. If it comes to a stop quickly after the pedal is depressed it doesn't drag, but if it keeps turning for some time it does. When the clutch drags the driver must wait until it stops before a quiet change can be made. You can by experiment know almost exactly how long it takes for the clutch to stop spinning. In shifting from high to second the average driver rarely speeds up his engine slightly, but many who are having trouble might remedy it by doing this. Just a slight momentary pressure on the accelerator is sufficient, and the shift should be made quickly. Almost most of the owner drivers are accustomed to using the so called

double declutch. In this the clutch is disengaged just for an instant, and not all the way either, so that the transmission torque is reduced, permitting the gears to be disengaged. The clutch is engaged momentarily, the throttle remaining open slightly all the time. The engine is speeded up slightly and with it the clutch naturally, so that when the clutch is again disengaged the gears are running at the proper speeds for quiet engagement. In other words the clutch is moved in and out twice, the first one for pulling the gears out of mesh and the second one to get them in mesh after the engine speed and gear speed are correct. It is a matter of practice of course to be able to do this properly each time.

Ascending and descending grades, while it has no terror for any motorist, gives many considerable trouble. It is of course a first principle to shift into the first speed when in doubt as to the ability of the car to pull up the grade. That is, when the grade is very steep, to be safe, shift into first to avoid having to make a change on the grade. Some owners permit the car to climb in high until the engine labors, and then they shift. This often leads to trouble and is not good for the mechanism. Often the car will be stalled and the driver must go through the operation of keeping the hand brake applied until the shift has been made, then releasing it simultaneously with the foot brake to permit the car to proceed. Often the car starts rolling backward, the driver gets excited and does not know what to do. To avoid this the car should be permitted to roll back slightly across the road, so it will not roll down.

In descending grades do not release the clutch. Leaving the gears in high offers some resistance, in second speed there is more and in first still more, and if greater resistance is needed the brakes should be used. When the grade is very long the ignition switch should be turned off, and thus the engine acts as a brake, and with the throttle closed fuel is saved. The only disadvantage in doing this is that oil is thrown into the combustion chamber.

In stopping on a step grade in the city it is always best to crank the front wheels against the curb in addition to applying the hand brake. With the wheels in this position the car is not likely to roll back, even though the brake should not hold.

In touring it is of course almost elementary instruction to say that railroad tracks should be crossed diagonally, and the same holds true in driving over rough roads; that is, the car should not be steered straight into the holes and bumps, but diagonally across, since they cannot be avoided altogether. In making a right turn on an unknown road it always is best to keep to the extreme right, for if the middle of the road is held or the car is more to the left there is a possibility of striking another car on the turn. If you keep far to the right you are sure you cannot strike an oncoming car.

When trailing another car in traffic or elsewhere do not follow the wheels of the car ahead, but follow slightly to the left so that you can see a bit ahead of the car. This is a good thing, for the reason that should that car stop you have an opportunity of turning out of the way and in most instance you might

be able to know beforehand when a stop will be made. Another point as regards following or passing. Many accidents occur because the driver in the rear turns out to pass when the car is only a few feet behind. If the driver of the car ahead should decide to turn there might be an accident with the fault pinned to the rear car.

It is almost impossible for a great many drivers to make any headway during a rainstorm unless the windshield offers a clear vision. Driving against the rain with the shield halved separated means that the driver gets wet and the passenger next to him also, so obviously there is need for the windshield cleaner, of which there are a few really good ones. In the absence of a cleaner, which really should be part of the equipment, the shield may be kept clear by moistening a cloth with a very little oil and rubbing it across the pane.

### Regulate Pedestrians As Well As Autoists

"While reckless driving does and will cause many accidents that could be avoided, there is no question but that pedestrians are also to blame for much of the trouble," says Harry S. Hought, president of the Hudson Motor Company of New York.

"Down in Atlanta, Ga., the city officials have recognised this fact by passing an ordinance that requires the pedestrian to exercise a certain amount of care and to comply with traffic regulations the same as vehicles.

"Under this ordinance pedestrians must not attempt to cross a street when the traffic officer signals that vehicles must stop. A man may not proceed when traffic is held up in the same direction he is going, but wait for the flag to give him the signal to proceed. When a street is opened to traffic one way pedestrians may not dodge among the stream of cars and cross at right angles.

"No motor car can back into a curb, except to discharge or pick up passengers, and then can remain in this position only long enough to discharge or pick up same. All cars must park parallel to the curb, and there are very few downtown streets on which a car may park. No taxi-cab may park on any street in the city except in front of railway stations, and private cars doing service for hotels, and in the latter instance only by consent of the stores which may be on the same floor with the hotels.

"This Atlanta ordinance seems to have worked well in this populous Southern city and I see no reason why with certain modifications it could not be adopted right here in New York city."

### GET FORDS FOR VOTES

The National Nonpartisan League of St. Paul, Minn., has brought 100 Ford automobiles for use in what will be the greatest farmers political campaign ever waged in Minnesota. This is the largest consignment of automobiles ever sold to one buyer in the Northwest. As many more Fords already owned by the league will be mobilised in St. Paul and the start of the campaign to give the farmers control of Minnesota will then be made. In each car will be one league organizer. That means 200 organizers working in the state.

### WINNERS OF ALL RACES USE SAME TIRES IN GRIND

Goodyears Used By Speed Kings In Big Events Of Year; No-Hooks Being Used

Automobile racing for the 1917 season has been right up to the record made by the same sport last year, in that every meet brings out extraordinary contests and that interest is sustained throughout the country. Incidentally the tires used on the speedways by the racing "champs" are subjected to harder and harder tests as racing progresses and higher speeds are customary.

Goodyear men are jubilant over the fact that every speedway race this year has been won on Goodyear Cord tires. Beginning at Uniontown, the record has been continuous; at Cincinnati, Chicago, then at Omaha and the other big contests that were staged July 4. The latest speedway whirl was at Minneapolis, where an unusually hot 100-mile race was driven on the Snelling track July 14.

Goodyear tires were the equipment of all the winners, as follows: Vall in a Hudson, first, at 88.3 miles per hour; Dave Lewis in a Hoskins, second; Earl Cooper, Stutz, third; Roscoe Sarels, Frontenac, fourth; Milford, Hudson, fifth; Taylor, Hudson, sixth; Cadwell Miller, seventh; Milton, Duessenberg, eighth and Pete Henderson, Duessenberg, ninth. Neither Vall, Lewis, Cadwell nor Henderson made a single stop throughout the race. An interesting development of the season is that more and more racing men are taking to No-Hook Goodyear Cord tires, De Palma having demonstrated their safety and hold to the rim in several hard races.

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is right in front for efficiency and light-giving capacity and behind it stands the name of Vandervell. From the dynamo to the battery, the battery to the switchboard, the switchboard to the head lamps, side lamps, interior lamps, tail lamps, it is a thoroughly sound system; a system, too, which is equally suitable for every style and type of car.


**SIMPLE "SAFE" CERTAIN**  
The Hall Mark for everything Electrical in connection with motoring is C.A.V.

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**C.A.V. Vandervell & Co., Ltd.**  
Electrical Engineers, ACTON, LONDON, ENO.



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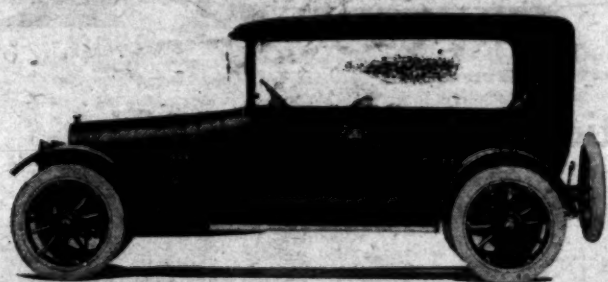
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## **CHANDLER SIX**

# **Why Thousands Choose the Chandler**

More than thirty thousand Chandler owners have found the extreme of satisfactory performance in the flexible and powerful Chandler motor, "The Marvellous Motor." And thousands more who *know* how the Chandler excels are choosing this great car every month.

The Chandler now leads all high-grade Sixes in popularity and sales because it provides the finest construction at the lowest possible price. It is distinguished for the extraordinary character of its service on the road in *owners'* hands.



### **Summer Comfort Winter Luxury**

THE new Chandler convertible sedan offers the most attractive seven-passenger convertible type of body yet produced. This body, Fisher-built, is exceptionally roomy and comfortable. It is deeply upholstered and mounted on springs which absorb all the stress and shock of the roadway. The left side door is immediately opposite the driver's seat so that the driver, to get in or out of the car, does not have to disturb its other occupants. The auxiliary seats face forward, folding down into the backs of the front seats as in the Chandler touring car, and offer the same comfortable riding qualities. The forward side windows and the door windows lower away entirely by adjustable strap. The rear side windows lower half way by adjustable strap, and are entirely removable, as are the window posts. The workmanship throughout, is of pleasing refinement.

### **Chandler Features**

include solid cast aluminum crankcase extending from frame to frame and giving perfect rigidity to the engine mounting; silent chains for driving the motor shafts; Bosch high-tension magneto; light-running and durable annular ball bearings in transmission, differential and rear wheels; pleasing body designs, deep cushions and finest long-grain hand-buffed leather upholstery.

#### **FIVE BEAUTIFUL BODY TYPES**

7-Passenger Touring Car

4-Passenger Roadster

7-Passenger Convertible Sedan (Fisher-built)

4-Passenger Convertible Coupe (Fisher-built)

Luxurious Limousine

**Come Choose Your Chandler Now!**

## **STAR GARAGE CO.**

125 Bubbling Well Road

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CHANDLER MOTOR CAR COMPANY, Cleveland, Ohio

## DESIGN EMPHASIZED IN NEW PACKARD TWIN-SIX

Beauty Of Line, Without Changing General Construction, In Latest Make

Lines that carry more of beauty while yet retaining those hall marks which long have distinguished Packard cars are the first appeal of the new series Twin Six. In both open and enclosed carriages of the new model the long and low effect is strikingly apparent.

The top of the higher, narrower radiator breaks crisply into the beveled shoulders familiar in Packard radiator design. The free-flowing fuselage line of the new car follows the plane of the narrowing bevels, merging gradually into the cap molding of the car. A form-fitting windshield intersects at a smart angle.

First cars of the new series are now being shown by Packard dealers. Each of these first cars has been finished in derby red. Those who have seen a typical car of the new line speak of it as a new creation.

It is stated that the practical perfection of the Twin Six motor, demonstrated in the service of 18,000 owners, has a bearing on the new line; for with engine perfection secure, the talent of Packard designers and engineers could be concentrated on the qualities of style.

Changes in the Twin Six motor are refinements of detail. The full power, smooth action and economical performance of the Twin Six have established the 12-cylinder engine in the favor of the motoring public. In the new series, the channeling of the gas passages in the cylinder head has been improved, to insure an even better distribution of fuel to the cylinders and thus to attain to even more marked economy, especially in handling low-gravity gasoline. The new motor is notable for its clean design.

The control has been simplified. A clean steering column is achieved by removal of the control board and placing of ignition, lighting and fuel mixture controls in a convenient setting on the instrument board. The gear shift lever is in the central position. The wheelbase of the 8-35 is 136 inches and that of the 5-25 is 128 inches.

The new car is equipped with springs of semi-elliptical pattern. These springs are wide and long-leaved, assuring in association with the smoothly uniform action of the 12-cylinder engine, a most luxurious riding quality.

As has always been the practice of the Packard Company, special attention has been given to the bodies. There are 17 different body styles in the new line, each of them suited to a purpose and expressive of the best taste in the coachbuilder's art.

All bodies are roomy and comfortable. The open cars are upholstered in straight-grain, hand-buffed leather, plaited. Interiors of enclosed carriages are tailored in soft textures, patterns of which may be selected from a wide variety of weaves. Lustrous finish and perfect appointments give the final touch of elegance to the new-series cars.

### Big Studebaker Order

The Studebaker Corporation has placed an order with the Sparks-Withington Company of Jackson, Mich., for 60,000 Sparks gasoline vacuum systems. This order, which is one of the largest accessory orders ever placed, means that from now on every Studebaker car will have the Sparks-Withington equipment as standard. Severe competitive tests were made by Studebaker engineers before the Sparks system was finally accepted. Studebaker cars are now using three Sparks products—the vacuum system fans and motor horns.

### A NEW FIRESTONE TIRE

It Is Called The "Super-Size Cord"

Combining all the merits of the best cord tire construction with the advantages of oversize, the Firestone Tire and Rubber Company has announced the production of a new and distinctive equipment—the Firestone super-size cord tire.

It is the result of three years of experimenting and testing by a score of tire engineers, builders, testers and chemists. They sought a product that would be a definite and conspicuous improvement in cord tire construction.

The principal advantages of a cord tire are its superior resilience and wearing qualities. It absorbs road shocks instead of fighting them, and because its fabric is not interwoven, but made up of thousands of strong, heavy cords embedded in tough, pliable rubber, the cord tire has less internal friction.

The oversize fabric tire was also designed for exceptionally hard service and because of its extraordinary size is extra strong and has easier riding qualities. Firestone has combined the best cord tire merits with the advantages of oversize construction in the new super-size cord.

Every Firestone super-size cord is an oversize tire having the same relative dimensions as the ordinary oversize fabric equipment. For rear wheels there is the skidless double F, angled against slip in any direction. The approved front wheel equipment is the triple tread with a corrugated surface and which, like the double F, has its treated tread rubber of the toughest and best wear resisting quality.

## MOTORISTS NEED NOT WORRY OVER GASOLINE SHORTAGE

However, It Is Wise And Patriotic To Avoid Waste, Says Alfred Reeves Of Automobile Chamber Of Commerce

Believing automobilists can do their part in the present crisis by avoiding waste in gasoline, although having no fear of any fuel famine, the leaders in the automobile industry have begun a campaign to encourage wise economy in the use of gasoline as a partial check against a rise in price.

Many big oil refiners disagree with the statement of President Bedford of the Standard Oil Company that a gasoline shortage is threatened, and with increased production of crude oil the quantity of gasoline used by airplanes and other war equipment is not expected to materially change the present situation. The gasoline for 23,000 airplanes the Government will build in the next twelve months is of no great importance compared with the gasoline required for the 4,000,000 automobiles in use and with the increased oil supply.

On the other hand, Alfred Reeves, general manager of the National Automobile Chamber of Commerce, says the industry is responding to Mr. Bedford's request for economy, and a campaign for the wise use for fuel oils among other industries and traders, as well as among motorists, is now under way, with good results certain.

"Automobilists are keen to help the Government," said Mr. Reeves, "and are co-operating to avoid waste of fuel. People must use cars and more than 40 per cent of our 4,000,000 cars are used strictly for business purposes, with a big percentage of the balance of passenger cars used in some degree for utility purposes. It is very hard to draw the line where utility with an automobile ends and so-called pleasure riding begins. President Wilson's form of relaxation from Government cares is an automobile ride every afternoon—a necessity for his continued good health."

"The position of Mr. Bedford in the oil industry is such that we must heed his warning, even though other oil men may not agree with his viewpoint. We of the motor industry will co-operate with Mr. Bedford and the Government in avoiding wastage of gasoline by encouraging care among allied trades, as well as among garages and motor users. Many other things will contribute to aid in this movement, such as increased mileage from automobiles for each gallon used, more gasoline extracted from the same amount of crude oil and processes for utilizing kerosene and alcohol."

"The increased demand will

stimulate greater production by the opening of wells now capped, by sinking more wells, by increased imports from Mexico and by more rapid installation of 'cracking' processes by which much larger percentages of gasoline can be obtained from crude oil.

"Weight must be given to the public statement made by Mr. Bedford, who unquestionably is in a position to know the facts regarding oil and gasoline production and consumption. Nevertheless some of the independent oil refiners do not agree with his views. Richard Airey, vice-president of the Royal Dutch company, one of the strongest individual oil companies, expressed the opinion that motorists need not give up any part of their riding and stated that 'market advances from Oklahoma and Kansas, which are the centers of independent refining, are to the effect that gasoline is not so strong, owing to the lack of demand.' He suggested that what is needed in the interest of the trade is Government sanction to place oil well material, including tanks, on the munitions list, which would practically eliminate any doubt as to the country being able to produce and supply all the petroleum that may be required."

"Henry L. Doherty, controlling about 200 public utilities, says that by supplying steel for oil and natural gas pipe lines a great deal can be done to insure against a fuel shortage and is perhaps the quickest way to relieve the strain on transportation facilities. Taking issue with Mr. Bedford, he suggests that curtailment of demand might even precipitate an oil famine by discouraging increased production and recommends that the Government find ways to encourage oil producers to not only re-establish normal activity, but to increase their efforts above normal."

"It is the history of the oil industry," continued Mr. Reeves, "that high retail prices stimulate greater production of crude oil. The big refining companies then draw on their reserves and lower retail prices until crude prices drop, when buying for storage is resumed."

"The amount of purely pleasure riding in automobiles is not large as compared with the use of cars and trucks for business and utility purposes, and if all users of gasoline carefully avoid waste there will be no need to curtail even pleasure riding, which is beneficial, as it affords relaxation to the business man."

"Considerably greater mileage per

gallon of gasoline is now being got from automobiles than a few years ago. The great majority of cars are of low power, with an average of about 22. By better design and construction of engines and carburetors and better carburetor adjustment the fuel consumption per mile has been reduced. In recent fuel economy contests an average of more than forty miles per gallon was obtained by all contestants and eighty-two miles by one of them.

"It is well known that the Mexican oil field has scarcely been touched and that new oil fields are constantly being found in other countries, so that does not seem to be any immediate cause for alarm over probable exhaustion of the supply."

"There is always the possibility of using other fuels in motor vehicles. Alcohol has been used successfully for years in Germany and France and has been used with good results in traction engines in Cuba, where the cost of production from cane refuse was only 8 to 10 cents a gallon before the war. In Germany the cost of production was from 12 to 15 cents. Alcohol can be used with ordinary carburetors, but the engine compression must be raised."

"Coal gas is now being used successfully in omnibuses in England. After a trial extending over four months the Grimsby municipality has reduced the fuel cost of operating its system of motor buses from 4.2 pence (16 cents) a mile to 1.2-3 pence (3-13 cents). The cost of coal gas is 61 cents 7-000 feet and of gasoline 61 cents a gallon. The only change made in the motor is the fitting of a butterfly valve in the air intake pipe. In Yorkshire the use of coal gas in automobiles is increasing rapidly. The gas is contained in a rubber-lined canvas bag strapped to the top of the omnibus or to the rear of the automobile. Undoubtedly the gas could be compressed and carried in a comparatively small steel cylinder that would not be large and unsightly."

"If the manufacture of whiskey is prohibited by the American Government during the period of the war the large distilleries will probably be glad to turn to the distillation of industrial alcohol from sawdust and other waste

products which can be produced to retail with profit at prices no higher than gasoline.

The reports of the United States Bureau of Mines show that there are enormous deposits of oil bearing shale in Montana, Nevada and Utah that have not yet been drawn upon, although a few companies are starting the work of recovering the oil from this shale under the stimulus of high prices for gasoline.

"Under the Burton and Rittman cracking processes it is possible to increase the percentage of gasoline obtained from crude oil from about 15 per cent to nearly 50 per cent. Gasoline is now being recovered by these processes from waste oil products."

"Everything considered," concluded Mr. Reeves, "there is no cause for alarm among automobile makers and users over the fuel situation, but it is both wise and patriotic to encourage the conservation of gasoline by avoiding waste and by careful carburetor adjustments and handling of cars so as to get the greatest possible mileage from every gallon of fuel used."

### THE CLINCHER TIRE

The earliest tires used by racing men were clinchers and race drivers have clung tenaciously to the tradition that only tires of the clincher type would stay on the rims at speeds of 100 miles an hour and better. The Goodyear Tire and Rubber Co. has, however, maintained that the piano wire base in the head of Goodyear No-Hook, or straight side tires, is strong enough to hold the tire on the rim, no matter what the riding conditions.

Ralph De Palma was one of the first racing men of distinction to be converted to the Goodyear idea and this season has been driving a Packard on Goodyears of the No-Hook type of tires. His sensational victory over Barney Oldfield at Detroit, on the Fourth of July, in which he established a new track record, has vindicated the Goodyear claim, and portends the use of this type of tire by racing men in the speedway events of the future.

### EIGHT REASONS FOR KING CAR

"There are eight reasons why I am buying this car," said a recent King 8 purchaser to J. D. Porter of the King Car Corporation.

"I have reached the point where I simply cannot get along without one. How's a fellow going to escape if he feels the need of a car—"

1. "When Sunday comes and he wants to take the family into the country?"

2. "When the fat woman steps on his toes as she squeezes into the trolley car and sits on his poor wife's lap when the motorman puts on the power?"

3. "When he has to 'phone for

the station hack to take him over to the golf links?"

4. "When he sees his neighbor's wife at the station in her new car?"

5. "When somebody tells him about a wonderful motor trip over the Mohawk trail or up into the Adirondacks?"

6. "When his small boy says:

"Say, dad, who don't we have a car?"

7. "When he thinks of the taxes he pays for the maintenance of roads he never uses?"

8. "When somebody asks him if he has a car and he has to say 'No'?"

"I have decided that it is poor economy to be without one, and besides, I won't be bothered any longer by the thought that I am not doing the right thing by the family."

## Insure Your Motor-Car



with the  
Java Sea and Fire Insurance Company

85 Kiukiang Road: Tel. 70

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Low Prices offers car-owners for the first  
time an absolutely sure way to cut tire costs.

You can get Fisk Non-Skid—the most effective  
traction and non-skid tire—at a price lower  
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You can get Fisk Plain Tread—the perfectly  
balanced, real long-mileage tire—at a price which  
sets a new standard for value.

To pay more than Fisk Prices is knowingly  
to turn down an assured definite  
saving in tire upkeep.



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Tested by every climate and over  
all kinds of roads. Built by long  
established Company. Chassis re-  
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Army and Marine Corps for arm-  
ored cars. Powerful, durable, econ-  
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7-Passenger Touring Car

7-Passenger Sedan

4-Passenger "Foursome"

3-Passenger Roadster

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60 UNION SQUARE

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## The Open Versus The Closed Car

The popular type of car body of the future will be determined by public demand and favor just as it has been in the past. Manufacturers want business, and as the way to get it is to furnish what suits the greatest number of people, it goes without saying that whatever the majority of buyers want, the automobile and body makes will supply.

It seems hardly probable that the present preference of a great majority of motorists for riding with the sky over their heads rather than the car top is going to change very materially in the future any more than it has in the past. Automobiles have practically always been fitted with folding tops, with side curtains for stormy weather, so that there has never been a time when motorists could not drive with the top up at all times if they so desired. And yet, even with the facility of always having the top up, the majority of cars you pass in pleasant weather have the top folded back. There is no difference in the sensation of having a top over one's head whether it be folding or permanent, and as so many people ride

with the top down it would seem to prove that the popular car is the open one.

The limousine is in a class by itself and is ideal for anyone having a chauffeur and desiring to use the car principally in the city, but for the person who drives his own car it is not at all suitable. Anyone wanting an enclosed car, which is mighty comfortable in cold weather, and wishing to drive it himself, will find that the more or less popular sedan of today will meet his requirements very well, but even though this type can be converted into the practical equivalent of an open car with the top up merely by lowering the side windows, it nevertheless still has the objection of the top being permanently in place, which is what a great many people dislike.

There are at the same time people who prefer to ride with a top up in any weather, just as there were those who preferred to drive in a closed carriage when horses held sway, and to those the permanent top type of car appeals very strongly. Manufacturers one time advanced the argument in favor of the closed car

for summer that the occupants were little better could be desired, inasmuch as the average person prefers to ride with the top folded back and puts it up only on extremely hot days or in rainy weather. Therefore the popular type of car body of the future will still be the open style like the touring car of today, except that there will doubtless be some minor refinements in the construction and manipulation of the top and side curtains.—*Motor Magazine*.

There are again those who like to use their cars nearly the year round and want some style of enclosed body for cold weather, even though they ride with the top down in summer. The removable top, which can be interchanged with the regular folding top of the touring car, meets this demand.

It is readily seen that no one type of car body will satisfy everybody, and it is most likely that the car body of the future will still be the open type very much like those now in use. There is nevertheless a chance for much improvement in the folding top. One thing that could very advantageously be dispensed with is the dust cover for the top when folded. It is always more or less of a nuisance to take this off or put it on, and a big improvement would be in providing a dust proof compartment in the body, back of the rear seat, to accommodate the top when down. The present style of side curtains folded inside the top are quite convenient, and if arranged so as to open with the doors

rail, flap on top of each door for protection of the body and finish, pockets on the inside of each door, kick pad added at the rear of front seat, front and rear fender skirts extended to meet the radiator splash guard and the rear splash guard on the body. The "Four Ninety" roadster will list at \$620.

## The New Chevrolet

The Chevrolet Motor Company announces a new series of model "Four Ninety." This latest car, which is listed at \$435 for the touring type, has a number of improvements not possessed by the former model having this name.

The motor is of an improved design, and the cooling is by water pump. The oil pump has been changed to the gear type. Wheels are fitted with demountable rims, and one extra rim is furnished.

The new equipment includes a tilted wind shield and one man top. Additional new items: Foot rail, robe

Beauty and luxury have been given the right of way in building these new cars. Their smartness will appeal to all who appreciate the care and attention required to design and to manufacture satisfactory closed cars.

The sedan is really two cars in one, for in a moment it becomes either an opened or a closed car, and in each position the beauty is not diminished in the least.

The "Four Ninety" Coupe or Sedan will list at \$1,060, and the Sedan on the "Baby Grand" chassis will be \$1,475.

The Baby Grand Touring car and the Royal Mail Roadster with a larger motor and other refinements now list at \$935.

## Nine And One-Half Times Around World

A motor car contest recently conducted by one of the larger American and others not. The car travelled in Roller Bearing manufacturers created considerable interest and rivalry of roads.

among motor car owners and drivers, and brought to light the remarkable performance of the winning car.

Hundreds of veteran motor car drivers entered their cars in the contest, but a Buick owned by Mr. S. E. Slason, Plainsville, Kansas, was awarded the first prize of \$500.

This car, a Buick Model 16 had travelled upwards of 262,000 miles which is equivalent to nine and one-half times around the equator of the earth.

In obtaining this great mileage, Mr. Slason's Buick used upwards of 18,000 gallons of gasoline and wore out more than 200 tires.

While several long trips were made with this remarkable Buick, the greater part of the mileage was piled up while the car was in livery service.

During this time the car was operated by twenty-five different

The Buick car is still in active service, and in the words of Mr. Slason is "Going strong." It is estimated that the car will be able to cover at least another 100,000 miles before it has outlived its usefulness.

## Auto Beats Train Record

Among the special performances of motor cars, reported from the West, the Chevrolet 490 road run record from Portland to Eugene, Oregon, covering 132 speedometer miles, in 3 hours, 48 minutes, is one of the most interesting. The real speed of the run is appreciated best when compared with the schedule of the "Shasta Limited," between the two cities, which the little Chevrolet bettered by three minutes.



# Stability

**Y**OUR car is inseparable from the institution that built it.

The service it gives you is just what its producers build into it and keep alive in it.

In motor cars, stability of product is inseparable from the stability of the producers.

Overland ranks first among producers of cars above the \$400 class—second in the entire industry.

There are over 400,000 Overlands in use.

Overland dealers have contracted for one hundred and eighty million dollars' worth of Overlands for 1917—an increase of seventy-five million dollars compared with last year.

Overland sales this year therefore will be approximately as great as the entire annual gross revenues of the New York Central Railroad.

Overland net assets have grown from fifty-eight thousand dollars eight years ago, to sixty-eight million dollars today.

In our great Toledo plant and our allied plants, we employ nearly thirty-eight thousand men.

They directly support more than two hundred thousand people.

Permanent, well-appointed factory branches and parts depots, representing an investment of millions, have been established in important metropolitan centres that cover the country.

These branches serve the five thousand Willys-Overland dealers who complete our great international service system.

These tangible evidences of the stability of the Overland Industry are your best assurance of stability of quality and service in Overland Automobiles.

The Willys-Overland line is now complete.

And it is the only complete line of cars built and sold—

—under one executive management.

—with one engineering staff, with one purchasing power, by one production management.

—through one sales force and one group of dealers.

Resulting economies amounting to millions of dollars, reduce the cost of every car—enable Overland to establish and maintain higher quality standards at lower price.

So in your Overlands you get maximum quality at mini-

mum price—plus stability, to assure permanence of value in your investment.

You can select a car in the light four group, the big four group, or the light six group.

You can select one of the cars in the luxurious Willys-Knight group.

In either case it is dominant value in its class, for it has shared in the economies of Overland bigness and stability.

See the Overland dealer now and make your selection.

SOLE AGENTS

## THE CENTRAL GARAGE CO., LTD.

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Telephone No. 2661

# New Things Every Woman Ought to Know

## When Soda Water Isn't Fit to Drink

THE hot season brings back with increased volume the trade in the great American beverage, the favorite so-called "soda." Unfortunately it is misbranded, the term "soda" being a survival of the old-time custom of producing the carbonic acid gas, carbon dioxide, by the decomposition of sodium bicarbonate with sulphuric acid. The term "soda" or "soda water" has, therefore, become a synonym for that extensive class of carbonated beverages, typical of the American Summer, which have and cool so many throats, both young and old, throughout the land.

I have no serious quarrel with the name or with the beverage itself when clean, free of lead and preservatives, void of saccharin, and strange to synthetic flavors. The gas with which these beverages are charged is now made almost exclusively by large factories and stored under high pressure in strong steel cylinders. If not pure, there is little or no excuse for the negligence of the manufacturer. He has it in his power to purify the product easily and thoroughly before it enters the condensing pump.

Nevertheless, it would be wise on the part of the health officials of each community to make frequent examinations of this ready-made carbonic acid.

Chemically, the gas is composed of two atoms of oxygen and one of carbon. Lead may contaminate the charged water if it is passed through lead pipes to the soda fountain. The water, containing dissolved minerals and charged with carbonic acid, has a solvent effect

By

*Harvey Wiley, M.D.*

The Famous Authority on Pure Food, Sanitation and Health

on metallic lead. This metal, therefore, should be rigidly excluded from the soda fountain fixtures.

The water employed should be pure and free from contamination by the colon bacillus or any of its congeners. The best spring or well water or carefully distilled water is suitable. The sweeteners should be pure sugar and not its base imitator, saccharin, a coal-tar, indigestible product with 500 times greater sweetening power than the same quantity of sugar. The flavoring materials are natural fruit juices or vegetable extracts such as vanilla.

The soda fountain is the last place for imitation essences made in the laboratory.

Some of the boards of health are wisely calling attention to the weaknesses and dangers of the bottled beverages. Ginger ale with red pepper (capsicum) and little or no ginger; artificial colors and flavors not declared; the use of soapbark (to produce a good foam) are among the common failings, instead of the simple carbonated drinks of the fountain, the grape juices and other pure, natural fruit juices, such as lemon, lime and orange, for refreshment.

It is of special importance that parents, children, and health officers look behind the counter, and ascertain how the drinking glasses are cleaned. They are too often soured in a tank of stagnant water under the counter, out of sight of the patron, and then bob up serenely for another pair of eager lips.

ing carbonated water. Carbonic acid gas disturbs the stomach and causes undue pressure on the diaphragm and heart.

**WHAT do you think of Vichy and Kissengen salts as aids to reducing?**  
M. H.

Vichy and Kissengen salts are mineral laxatives or purgatives. If severe purgatives are used to weaken the digestion the weight of the body is reduced but the health of the individual is injured. In overweight caused from overeating there is just one reasonable way to counteract it; namely, stop eating. I suggest that you begin by fasting one, two or three days and continue by cutting your food allowance in two until your weight becomes normal.

**PLEASE tell me how to whip a child without danger of physical injury.**  
MOTHER.

The physical effect of whipping depends upon the whipper, the whip and the whipee. The whipper may be lenient or vigorous; the whip may be stiff, limber or soft; the whipee may be resistant or non-resistant. A blow of any kind given to a child should either be upon the buttocks or upon the hands or feet. It should never be on the head, back or chest. Whenever excessive vigor is exercised there is always danger of injuring the child physically. If the blow is inflicted to give pain, the chastisement should be placed upon the bare skin. There is much greater danger of injuring the child ethically and morally than there is of injuring it physically. The parent who strikes a child in anger is a criminal.

**PLEASE tell me whether Postum is beneficial or detrimental to health?**  
R. P.

Postum Cereal, according to the information given us by the manufacturers, is made of whole wheat, purified wheat bran and molasses. The wheat bran and molasses both have a high content of soluble ash. The high proportion of protein is due to the protein in the bran chiefly, as well as to that which is in the wheat. The amount of protein in the extract is, of course, much less than that in the



Dr. Wiley in His Laboratory.

cereal, as a large part of the protein is not soluble. It is a drink which, if the molasses be of the proper quality, is not harmful. Its chief fault is the knocking of other products and extravagant claims of wholesomeness and purity. The cereal coffees have approximately one-twentieth the nutritive value of skimmed milk.

**I AM drinking milk to gain weight, but it seems to sour my stomach. Should I discontinue its use?**  
R. R.

Sour milk is wholesome and nutritious.

and therefore there is no apparent reason why you should discontinue the use of milk. In fact, very often when sweet milk is not tolerated, the patient will find that he can do very well on sour milk.

**KINDLY recommend some "good eats" to increase one's growth, and also say what is the best food to eat in the morning.**  
M. J. F.

All wholesome and nutritious foods are "good eats." For promoting growth the food should be well balanced for the proper quantities of fat, sugar, starch, proteins, minerals and vitamins. These are supplied by the ordinary simple foods, such as whole wheat and other whole cereal breads or porridge, milk, fruits, succulent vegetables and meats. Those who wish to grow should omit using tea, coffee, alcohol and tobacco. Fruits and cereals, with milk, are good foods for morning.

**I WOULD like to ask you for a diet that will cure diabetes. Would buttermilk be good for me to drink?**  
R. H. L.

I do not know that I can give you a diet that will cure diabetes. I can, however, recommend a diet which will be helpful. You should exclude all added sugar from your diet. If you can get gluten flour, that is, flour from which a part of the starch has been removed, you should eat it instead of the ordinary bread. Lean meats, peas and beans are deficient in starch and carbohydrates and should be an integral part of your diet. Among the cereals, oatmeal has been found to be best for diabetes. Good effects are produced in diabetes by fasting for one, two, three, or even four, days at a time. A small quantity of buttermilk, in my opinion, would not be objectionable.

## Dr. Wiley's Question Box

**HAVE soft shell clams any food value, and how can one preserve them for Winter use?**  
H. C. S.

I lack experience in the handling of clams. I am sure, however, that they are easily preserved by the ordinary process of canning. There is no other way of doing it so far as I know. The food value of the clam is about the same as that of the oyster. Both are delicacies rather than staple foods.

**I AM suffering from inflammation of the stomach and acidosis. Can you pre-**

**scribe a diet that will not cause me pain after eating?**  
—M. B.

I know of no diet better suited than milk for the trouble from which you are suffering. In your case I would advise fasting, first, for a day and then, if you are not too weak, after a while, for two or three days. There is nothing like complete rest to restore the functions of the stomach.

**Will the use of carbonated water as in soda make one thin?**  
—B. E. R.

I do not approve of the habit of drink-

## Making Your Housework Easier

**HOW can I clean nickel-plated pipe that is tarnished? Also please tell me how to keep paint brushes when not in use so that they will be soft.**  
—MRS. J. C. G.

There are specially prepared polishing cloths for nickel coating 25 cents each and you can secure them at house furnishing stores. These are cleaner to use than a paste of whiting which however is very good. After using paint brushes, clean out in a little linsed oil, brush dry on a clean surface, then clean in gasoline and hang up clean until needed.

**I THOUGHT I would like a built-in icebox, but I am not sure. What do you advise?**  
—MRS. P. M.

If your home is to be permanent, by all means have the refrigerator "recessed" and filled from the outside. This saves the man tracking over the kitchen floor and the opening of the door. Also boxes so built keep cooler and have better ventilation.

**I WANT a good kitchen scale. What kind shall I buy?**  
—MRS. R. S.

The most approved style is called a "pan scale" and is suspended from a dial above by three chains. This type is less likely to get out of order and weighs more accurately than the kind which has to be regulated on a bar by hand. Choose a dial which shows ten pounds rather than twenty, as then the figures can be more easily read. It should not be hung where it is damp or excessively warm, but folded away when not in use.

**CAN you tell me how to clean heavy eern lace curtains?**  
—READER.

If you want to try dry cleaning, first shake well on line outside, and whisk with small broom. Spread sheet or papers on floor, lay curtains on them, and cover with fuller's earth (get at drug store). Let lie all night, brush off and shake in morning. There is no reason why you cannot try the water method, using cold strong tea solution in the starch water to restore the color. Then stretch on stretchers.

## Good To Eat

Spiced Peaches.

**REMOVE** the skins from seven pounds of peaches. Make a syrup of five pounds of sugar, one pint vinegar, one cup water, two-thirds cup stick cinnamon and one-third cup whole cloves. Add a few of the peaches with one or two cloves pressed into each; let cook a moment, turning the peaches if necessary to soften all sides. Set the peaches in sterilized jars. When all are cooked reduce the syrup and with it fill the jars to overflow. Close the jars as in canning fruit.

Hopping John.

**THIS** is a delicious and inexpensive dish. There is an old saying that good luck, health and wealth will always come to the housekeeper who serves Hopping John on New Year's Day. Fresh or dried beans may be used. It is, of course, necessary to soak the dried beans before cooking. Cook one cup of cow peas with a little piece of bacon. When thoroughly done, but not mushy, drain water off. Boil one and one-half cups of rice, combine with peas, skimming off fat from peas. Season to taste with salt and pepper.

Rice Bread.

**STEAM** 1 cup rice in 2 cups skimmed milk until soft. Mix 1 1/2 tea-spoonsful salt, 1 tablespoon sugar, 1 tablespoon butter and pour over them 1 cup warm skimmed milk. Add 1/2 yeast cake and 1/2 cup of flour which has been sifted. Shape, put into a well greased bread pan. Allow this sponge to rise until very light. Add the boiled rice which has been cooled and 1 1/2 cups of flour. Knead well. Let rise again and bake in a moderate oven.

**FOR** the benefit of housewives who want appetizing, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

## Economical Menus for the Week

<p><b>FOR</b> the benefit of housewives who want appetizing, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.</p>	<p><b>MONDAY</b>  <i>Breakfast</i>  Huckleberries  Rice Muffins  Coffee  <i>Lunch</i>  Creamed Chicken (left over)  on Toast  Sliced Tomatoes  Blackberry Flummery  Iced Tea  <i>Dinner</i>  Boiled Rice Scrambled with Eggs  Stewed Tomatoes  Blackberries      Cream  Sponge Cake  Coffee</p>	<p><b>TUESDAY</b>  <i>Breakfast</i>  Molded Farina  with Berries  Cream  Coffee      Toast  <i>Lunch</i>  Tomato Salad  Whole Wheat Gems  Cantaloupes  Coffee  <i>Dinner</i>  Vegetable Puree  Lima Bean Cakes  Stewed Corn  Lettuce Salad  Raspberry Snow  Iced Coffee</p>	<p><b>WEDNESDAY</b>  <i>Breakfast</i>  Figs  Toasted Whole Wheat Gems  Nut Margarine  Cereal      Coffee  <i>Lunch</i>  Stuffed Egg Plant  Tomato Sauce  Lemon Jiffy-Jell  Top Milk  <i>Dinner</i>  Corned Beef  Boiled Potatoes      Boiled Onions  Tomato Salad  Peach Ice Cream  Sponge Trifle  Iced Tea</p>
<p><b>THURSDAY</b>  <i>Breakfast</i>  Cantaloupes  Boiled Tomatoes  Toast      Poached Eggs  Coffee  <i>LUNCH</i>  Macaroni Croquettes  Cream Sauce  (seasoned with cheese)  Currants  Coffee  <i>Dinner</i>  Cold Corned Beef (sliced thin)  Creamed Potatoes      New Peas  Dressed Heart Lettuce  Peach Custard  Small Cups Coffee</p>	<p><b>FRIDAY</b>  <i>Breakfast</i>  Raspberries      Cream  Eggs Cooked in Shell  Rolls      Cereal      Coffee  <i>Lunch</i>  Carrot and Green Pea Salad  Whole Wheat and  Nut Margarine Sandwiches  Cream  <i>Dinner</i>  Baked Fish  Tomato Sauce  Boiled Potatoes  Lettuce and Cucumber Salad  Cornstarch Blanc Manger  Lemon Sauce  Iced Coffee</p>	<p><b>SATURDAY</b>  <i>Breakfast</i>  Fruit  Shredded Wheat  Top Milk  Toast      Butter  Coffee  <i>LUNCH</i>  Tomato Omelet  Rice Gems  Cantaloupes  Coffee  <i>Dinner</i>  "Hopping John"  Stewed Tomatoes  Dressed Lettuce  Peach Cobbler  Iced Tea</p>	<p><b>SUNDAY</b>  <i>Breakfast</i>  Fruit  Corn Oysters  Gems      Nut Margarine  <i>Dinner</i>  Roast Beef, Brown Gravy  Hominy Boulettes  New Peas  (cooked with Pearl Onions)  Tomato and Lettuce Salad  Vanilla Ice Cream  One-Egg Cake  <i>Supper</i>  Shredded Roast Beef and  Tomato Sandwiches  Sliced Peaches      Top Milk  Hot or Iced Tea</p>

## You Might Try

Watching Lobsters' Tails.

**TO** find out if they have been cooked alive, lobsters should be examined very carefully. If their tails are tightly curled to their bodies it is reasonably certain that they were properly cooked.

Boiling a Cracked Egg.

**IF** a cracked egg is wrapped in a piece of waxed paper or, if that is not convenient, paper that has been greased with butter, its contents will not ooze out while the egg is being boiled.

A Bicycle Pump on the Sewing Machine.

**A** GOOD way to eliminate the particles of lint and dust that accumulate about the works of a sewing machine is to use a bicycle or an auto mobile pump on it. The resultant cleanliness is well worth the effort.

Sugaring Lingerie.

**A** WOMAN'S choice lingerie will be much daintier if the usual starching is omitted after the washing. A lump or two of sugar in the last rinsing water will make the garments exquisitely fine after being ironed.

SHANGHAI, SUNDAY, SEPTEMBER 16, 1917

SPORTING SPIRIT LOSES S.C.C. GAME

Turner Could Have Claimed A Draw; Played On In Dark And Was Beaten

RECS. WIN BY 26 RUNS

Scoring Is Slow; C. Ollerdesen Captures Seven Wickets For 51 Runs

Turner gave the "Rees" a sporting chance yesterday afternoon in the third meeting of the two elevens this season and they won by 26 runs.

Cooper won the toss and elected to bat on a wicket that gave no assistance to the bowlers, for the rain that fell just prior to the game made the surface greasy and the ball was very difficult to hold. Milner and White put up 52 for the first wicket and the latter was the first to leave, after a well-deserved contribution of 38.

He was missed off Clifford when six and the same bowler should have had Milner's scalp in his second over, for Middleton dropped an easy chance at point.

Capt. Barrett and Milner brought the total up to 81 before the county crick was well caught and bowled: It will serve as interesting to record that Clifford bowled three consecutive maidens to Barrett and altogether, at one period of the game, had only 8 runs knocked off him in seven overs.

After Barrett left, Morris and Billings wrought havoc with the remaining batsmen and the innings closed at 443 for the total of 107.

As the match started at ten minutes past two, it will be seen that the rate of scoring was very slow, indeed, it was painful and Milner's score of 38, although characteristic of him, was the most laborious display seen for a long time. He was in for two hours getting his runs.

When the Club began their innings, the light was fast falling, so Turner issued instructions to go out for the runs. This perhaps accounted for the rapid procession of the Club batsmen to end from the wickets. They were too anxious to get the runs and it was a sad mistake to take too many liberties with Ollerdesen.

Stage looked like pulling the match off, but was out to an L.W. decision and when Kilby and Billings became associated in the last wicket, things looked decidedly interesting. Both batsmen played wonderfully well in the dark and were quite contented to see Main bow fast.

At 8.15, the arranged time for drawing stumps, they were still undefeated, but Turner insisted on a finish if possible and, five minutes later, Billings was bowled: It was perhaps farcical in those last stages, but it was a sporting decision and very well received.

Ollerdesen had a great analysis and certainly bowled very finely.

The scores:

S.C.C.	
F. W. Milner, c. Lover, b. Billings.	33
A. V. White, b. Billings.	38
Capt. E. I. M. Barrett, c. and b. Clifford.	12
T. Main, c. Cheetham, b. Billings.	6
H. J. Cooper, c. and b. Billings.	3
T. Winton, c. and b. Morris.	6
F. Ollerdesen, b. Morris.	0
R. J. S. Brandt, b. Morris.	4
C. Ollerdesen, not out.	0
T. Noakes, b. Morris.	0
W. J. Haynes, l.b.w., b. Billings.	0
Extras.	4
Total.	107
Bowling Analysis	
O. M. R. W.	
G. M. Billings.	16.4 2 38 5
W. C. G. Clifford.	15 5 26 1
E. W. Stag.	6 2 8 0
C. C. Whitehead.	4 2 6 0
Dr. H. H. Morris.	11 2 25 4
S.C.C.	
W. C. G. Clifford, b. Main.	15
H. Middleton, c. White, b. Ollerdesen.	4
E. G. Lover, c. Noakes, b. Ollerdesen.	4
C. S. Cheetham, run out.	4
E. W. Stag, l.b.w., b. Ollerdesen.	13
R. W. Johnston, b. Ollerdesen.	3
W. C. D. Turner, b. Ollerdesen.	2
Dr. H. H. Morris, b. Ollerdesen.	4
H. W. Kilby, not out.	13
C. C. Whitehead, b. Ollerdesen.	4
G. M. Billings, b. Main.	14
Extras.	1
Total.	81
Bowling Analysis	
O. M. R. W.	
T. Main.	15 4 29 2
C. Ollerdesen.	14 0 61 7

R. W. MacCabe Is Winner Of Long-Distance Swim

Makes Distance From Foreshore To Yangtszepoo Point In One Hour 31 Minutes

It is safe to state that never since the long distance swimming competitions were started, under the auspices of the Rowing Club (whose then Captain, Mr. Edwin T. Byrne, presented the cup for the race), in 1905, has so much interest been shown in the event as was displayed yesterday. The Public Garden was crowded with people who assembled to witness the start, and there were great crowds gathered together on the Peking Road Jetty and its approaches, as well as the Bund promenade along the waterfront.

At about 3.40 p.m. a start was made towards mid-stream, when the judges lined up the competitors (each aboard his particular sampan or motor craft with a friend in command) and Mr. T. Mellows set them the signal with a gun fired from the Kinrio Maru, a palatial launch kindly loaned by the Nippon Yusen Kaisha.

In this connection it is in order to chronicle the great interest evinced in the competition by our Japanese fellow residents. In addition to the Kinrio Maru, gorgeously "dressed ship" in honor of the occasion, there were numerous other launches and sundry craft crowded with the sons of Dai Nippon all flying the emblem of the Rising Sun.

Mr. Ibukiya and Mr. Marai of the N. Y. K. were aboard the judges' launch, together with Mr. Inouye, a prominent Japanese journalist. Naturally these gentlemen were all boosters for their fellow nationals, four of whom actually took the water for the competition, but in spite of their very natural predilections the many Japanese present displayed the most perfect courtesy to other entrants and great

chivalry in applauding the efforts of the various other contestants. Indeed, Mr. Ibukiya, who generously presented one of the prizes, was one of the very first to go out of his way to come alongside the motor sampan in which the ultimate victor, Mr. R. W. MacCabe, was, with his coaches, Mr. Wm. C. Woodfield and Mr. J. Lawson, and heartily congratulate him.

At different points along the route also great numbers of spectators had assembled to note the progress of the competition, both along the river bank and from the decks of the various ships in the harbor, while a vast concourse had also gathered at the Point Hotel gardens to be observers of the finish. The organizers of the competition, the Shanghai Amateur Swimming Association, have expressed particular appreciation for the courtesy of the master of the Indo-China steamer Koonshing who very sportingly deflected the course of his vessel, making its way up stream, so as to allow a good fair-way to the swimmers.

Owing to the sinuous bend of the river around about the point from which the competitors were gotten off, the order was rather straggly for a short while after the beginning of the race, though the fine young exponent of the art of natation, J. B. Brown, soon got a most useful lead of about 20 yards, followed by T. Hayashida and R. W. MacCabe. MacCabe soon drew level with the Japanese swimmer, but he had his work apparently cut for him in reaching Brown, and for a long time the latter kept the lead. It was not till after the Pilot Boat No. 1 was sighted that MacCabe drew up into first place, a position

(Continued on Page 2)

Police Sports Saturday To Close Bath Season

The closing aquatic function of the 1917 season will be the first Swimming Gala and Aquatic Sports held under the auspices of the Shanghai Municipal Police Recreation Club, which is scheduled to take place next Saturday, the 22nd inst., at the Municipal Swimming Bath.

The list of events is as follows:—

Two Lengths Race, Open only to members of Shanghai Japanese Swimming Club.

One Length Race, police handicap.

Long Plunge handicap, open.

One Length Breast-stroke, police handicap.

Two Lengths handicap, open.

Throwing Polo Ball, police handicap.

One Length Blindfold Race, open.

Inter-Club Team Race, open to teams of four men a side from any club.

Dividing for Objects, Police.

Chase the Bellman.

Water Polo, Police v. S.I.S.C. 2nd VII.

In addition, arrangements are being made to stage another water polo match between the two great rivals, the Rowing Club and the S.I.S.C. These two teams have met twice already this season and on each occasion victory rested with the S.I.S.C., each time by the narrow margin of one goal, so a regular worth-while game should be witnessed, to make the program all the more interesting.

Entries closed for the handicap events last week, and the large number of competitors entered is a good omen for the success of the function, which, as is usual with all affairs organized by the S.M.P. Recreation Club, promises to be a fine sporting fixture.

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Cricket Club Gala For Flying Corps Fund

'By Domino'

Next Saturday is going to be a red letter day in the annals of the Shanghai Cricket Club. On that day both bat and ball will be discarded.

In place of a well rolled pitch, or a level tennis court, there will be an artistic stage, upon which soldiers, sailors, poor men, rich men, and the nicest girls will display themselves to rows and rows of delighted spectators seated at the cutest little tables.

Everyone is going to be happy. Wait and see. The occasion is a call to your sympathy and purses to aid the Flying Corps Hospital Fund. Could anything be more worthy of our support? But the S. C. C. is composed of men of the world, who do not expect to get a lot for nothing, so for weeks past various committees have been busy getting together a lot for an expected lot. Judging from the tickets already sold it looks as if a lot will enjoy the lot.

There is an entertainment committee; there is a refreshment committee—all very energetic—there is a dancing committee—all the best looking men in the S. C. C.—there is a ground committee—very solid—and there is a secretary—two to one on the field. Well, they are all working hard to provide a great evening's show in aid of a great object; and they confidently expect a great return.

Here followeth something like the program. Pictures, Yes, sir; you will see some pictures both on and off the screen. The pictures off the screen will be all craxy to dance with you.

Then some real live geishas are coming a long way to dance their twinkling feet and bright eyes into your susceptible hearts. I've seen them and oh!—words fail me. When you hear the band strike up "Life on the Ocean Wave" look out for a dozen British bluejackets. They will march on and give you some idea of what they can do with the cutlase. This will be a very "strong" number.

Then the "who's who" will hold the stage. Some 8 people will do all kinds of original stunts. They will be masked and no names will appear, but I bet you will guess every one of the performers—and why? Because they are all so—? After the pictures, the singing, the dancing and the "who's who," the real things will begin. Suppers—and such suppers. Dancing—and delicious delights and then Sunday morning Church and Cash collected.

Joys and Grooms By Tom Powers



Lawn Bowls

Mr. A. D. Bell's Rink Wins  
Mr. A. D. Bell's rink won the special rink competition of the Shanghai Lawn Bowls Club yesterday by five points. The scores are as follows:

Rink No. 1	
L. Evans	C. M. Bain
(skip)	(skip)
J. Frost	J. Scotson
O. Blackburn	G. R. Wingrove
F. L. Marshall	C. J. Head
18	14

Rink No. 2	
D. Mennie	J. D. Gains
(skip)	(skip)
A. W. Dewhurst	A. W. McCallum
J. B. Grant	A. G. Mossop
G. Butland	W. Dutton
14	13

Rink No. 3	
E. L. Hunter	J. T. Disselhoff
(skip)	(skip)
J. C. Macdougall	J. Park
S. Hammond	D. McGregor
G. Dunlop	R. Simmons
18	18

Rink No. 4	
O. Crewe-Read	A. D. Bell
(skip)	(skip)
F. Large	J. J. Sheridan
T. E. Trueman	S. M. S. Gubbay
E. Payne	W. Gater
18	23

Shanghai Wins And Loses  
The Hankow Golf Club team succeeded in defeating the Shanghai team at Hankow last Wednesday by 27 to 12. On the following day Shanghai defeated the Hankow French Club by 34 to 10.

Mail Notices

MAILS CLOSE

For Japan:—  
Per N.Y.K. s.s. Chikugo M. Sept. 18  
Per N.Y.K. s.s. Kumano M. Sept. 20  
Per N.Y.K. s.s. Yawata M. Sept. 22  
Per N.Y.K. s.s. Haknai M. Sept. 25  
Per N.Y.K. s.s. Yashiro M. Sept. 28  
For U.S., Canada and Europe:—  
Per P.M. s.s. Ecuador. Sept. 17  
Per s.s. Sept. 17  
For Europe:—  
Per s.s. Sept. 17  
Per N.Y.K. s.s. Iyo Maru Sept. 24  
Per N.Y.K. s.s. Kitano M. Sept. 30  
The American mail is due here tomorrow, per T.K.K. s.s. Korea Maru.

W.G. Smith and Sauer Tie In First Stage For 303 Rifle Title

Hykes And Rose One Point Off; Second Series Booked For Today, Starting 3 p.m.

This year's 303 Rifle Championship of Shanghai is assured of an exciting finish, for the preliminary stage is over with that sterling veteran W. E. Sauer tied for first place with W. G. Smith, whilst only a point behind is R. K. Hykes. Other good shots are also well in the running.

The championship is shot for under the auspices of the Shanghai Rifle Association and the first stage was fired off yesterday, at ranges of 200, 500 and 600 yards. Bisle targets, 2 practice shots and 1 sighter, with seven scoring shots at each distance. The afternoon was fine and hot, the light sunny, whilst the breeze, which was gentle, blew from the three o'clock direction.

W. G. Smith and W. E. Sauer were tied with 95 each, while Rose and Hykes scored 94 each. Mr. Smith won the special prize at this stage and he ought to be congratulated for his performance, especially as he was shooting with a short S.V.C. rifle, with an aperture sight. Last year he won the same prize with 96 points and came 6th in the final stage.

The second stage (300 and 600 yards) will be shot off this afternoon at three o'clock. The scores made at the first stage added to those of the 2nd stage will qualify the 12 highest scorers for the final stage, 900 and 1,000 yards, which will be fired tomorrow, Monday morning, at seven o'clock.

200	500	600	TU.
1—W. G. Smith.	30	33	32=95
2—W. E. Sauer.	32	33	30=95
3—W. T. Rose.	27	33	34=94
4—R. K. Hykes.	31	32	31=94
5—G. H. A. Snow.	30	31	32=93
6—C. E. M. Thomson.	32	32	28=93
7—C. H. Rutherford.	29	32	31=92
8—A. C. Crighton.	27	32	31=91
9—W. J. Terrill.	29	33	28=90
10—K. McKelvie.	31	28	30=89
11—O. L. Ilbert.	30	30	29=89
12—H. W. Lambert.	31	29	29=89
13—A. M. Collico.	32	33	24=89
14—W. J. Monk.	30	29	28=88
15—T. Spring.	28	30	28=87
16—H. Kodaira.	30	29	28=87
17—B. S. Chapman.	30	28	28=87
18—A. E. Lockyer.	31	29	27=87
19—J. Macbeth.	28	29	29=86
20—F. Gates.	29	31	26=86
21—F. E. Hodges.	31	27	26=84
22—F. Bonichi.	25	31	24=80
23—J. E. Cameron.	27	29	21=77
24—C. McEldon.	21	21	17=59
25—L. N. B. Ryan.	20	27	27=53
26—Absent—E. K. Howe and L. R. When, retired.			

Lawn Tennis

Some good tennis is expected when the finals of the Shanghai Public School's doubles championship are played on the Club's grounds at the Race Course at 4.30 p.m. tomorrow. The contestants are A. V. White and H. Stellingwerf versus G. Madar and J. Turner.

The S.P.S. Club announces a mixed doubles knockout tournament, on the American plan, to take place on September 23.

Each entrant is to bring his lady partner. The best of one set will qualify in subsequent rounds, while the final will be three sets. Entries will close Wednesday. The entrance fee will be two dollars. Entries are to be sent to Mr. J. P. Hawes, care the Standard Oil Company.

At the conclusion all the prizes for the season will be distributed, and the Club will finish its summer season.

Mr. B. Stellingwerf, the secretary, is to be congratulated on the success of the season, the best yet experienced by the club.

Chinese Tennis Finals

The Chinese tennis championship tournament ended yesterday afternoon. It has been a big success and players have shown intense interest in the games all the way through. There were 31 in the tournament—12 pairs of doubles and 15 singles. The trophies have been won by Y. S. Day and D. Y. Lin in doubles, and D. Y. Lin in the singles. The second honors were won by Chun Wing-ching and Zee I-ming in doubles, and Y. S. Day in singles. The following are the results of the final games: Doubles, Y. S. Day and D. Y. Lin v. Chun Wing-ching and Zee I-ming, 5-6, 6-2, 6-4, 6-4. Singles, D. Y. Lin v. Y. S. Day, 6-2, 6-3, 6-4.

Big League Baseball

Standings August 24

American League			
Club	W.	L.	Pct.
Chicago	75	46	.620
Boston	71	46	.607
Cleveland	67	56	.545
Detroit	62	57	.521
New York	55	60	.478
Washington	54	62	.466
St. Louis	46	74	.383
Philadelphia	42	71	.372
National League			
Club	W.	L.	Pct.
New York	71	39	.645
Philadelphia	60	48	.556
St. Louis	62	55	.530
Cincinnati	63	58	.521
Chicago	60	57	.513
Brooklyn	54	59	.478
Boston	48	60	.444
Pittsburgh	36	78	.316

GOOD SLAB WORK WINS FOR SAILORS

Keeler's Pitching Gives Navy Victory Over Shanghai By 6 To 2

CLOSE FOR EIGHT INNINGS

Gunboats Clinch Game By Rally Of Three Runs In The Ninth

It was a close fight yesterday, the edge being with the sailors, until the ninth inning when, just to clinch things, the men from the gunboats pounded in three runs to make the final count read 6 to 2.

Keeler, recent addition to the Navy's pitching talent, had the Shanghai batsmen thoroughly tamed throughout the contest. He let out six hits, well scattered, and struck out seven men. Swan, just back in town and hurling after a month's absence from the game, was nicked for nine safeties and issued a pair of passes. His strike-out record tallied six.

The landmen started off in boisterous fashion by chalking up two runs in the first inning after the Navy had been blanked in its half. But right there was where the scoring ceased for Shanghai. During the succeeding eight innings only 27 men faced Keeler's sizzling slants, and in six of these innings he set them down in one-two-three order. Sailors score in third.

The sailors put their first marker on the score board in the third, by means of a single by McGowan, a triple which Glover laced into right field. They tied things up in the next frame, Keeler, first up, got to first when Holliday threw his roller wide to Wilhoit. Selby refused to be fooled and drew four bad ones. Both men moved up a notch on Marshall's out, Swan to Wilhoit. Savage produced the neat rap to center which brought in the two runs. He tried to make second but Bills cut him down by shooting Tinkham's throw to Holliday. Lane struck out.

The tars threatened again in the sixth when a passed ball and a wild pitch put Selby on third after two were down; but Marshall made the third out.

And In The Ninth

Selby opened the ninth by drawing his second walk. Marshall hit to right and Savage poked out another safety in the same direction, scoring Selby. Marshall perched on second. A clever play by Holliday injected into the proceedings at this stage did much to clear the air, though it failed to stop the scoring. Luna lined the ball straight at him and he dropped the catch, forcing Marshall and Savage to dash for third and second respectively. The Shanghai shortstop whipped the sphere to Woods, who snapped it to Turner at second for the double. Things continued to come Holliday's way. He missed McGowan's fast grounder and Luna made third, Mac reaching second on the throw in from left. Then Maloney rapped another in the same direction, bouncing it off Holliday's shins, and Luna and McGowan both scampered home.

Maloney stretched it to second and stole third. His futile attempt at further burglary ended the round. Bills tagging him at the plate.

Shanghai's One Chance

Shanghai's best chance to pull up on the winners came in the sixth when men were pushed to third and second after two were out. Swan had fanned and Holliday rolled to Keeler. Woods hit the first ball pitched for a nice bingle to center and Wilhoit followed with a drive to right which put Sammy on third. Cy stole second, but Bills could only lift a high one to short.

Today the same teams are to engage again. As the new navy men seem to be working well together and as Shanghai hopes to have out some of the regulars not in yesterday's line-up, it ought to be a close game. Play called at 3.

Yesterday's score:

Gunboats	ab r h po a e
Maloney, 3b.	5 0 2 1 3 0
Glover, c.	3 0 1 6 2 0
Scott, 1b.	4 0 1 15 0 0
Keeler, p.	4 1 0 0 3 0

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# INTERNATIONAL SAVINGS SOCIETY

HEAD OFFICE, 5 Avenue Edward VII, Shanghai

## 60th MONTHLY DRAWING OF \$2,000 PREMIUM BONDS.

Total number of bonds which participated in the Drawing 3752.

Total amount reimbursed to bondholders \$11,256 representing 25 per cent of \$45,024 being premiums on bonds for the month of September, 1917.

Holder of Bond No. 860 receives \$2,000	Holder of Bond No. 919 receives \$300
" " 2489 " 1,752	" " 1015 " 200
" " 429 " 1,000	" " 3351 " 200
" " 2676 " 804	" " 2341 " 160
" " 3067 " 300	" " 1832 " 160

Holders of following 365 bonds receive \$12.00 each, in all . . . \$4,380

Total amount reimbursed . . . \$11,256

7	378	655	1035	1306	1739	2115	2485	2879	3329	3610
10	383	669	1038	1310	1753	2152	2487	2896	3339	3642
14	391	671	1044	1319	1769	2153	2498	2918	3344	3643
16	397	680	1046	1347	1770	2154	2499	2936	3347	3661
28	400	692	1053	1350	1772	2155	2524	2946	3348	3662
32	420	693	1054	1372	1783	2182	2527	2947	3349	3667
33	423	727	1070	1377	1791	2187	2542	2954	3353	3691
39	447	732	1077	1387	1803	2207	2546	2957	3366	3692
73	449	734	1078	1389	1816	2212	2554	2967	3368	3698
76	451	735	1085	1405	1850	2233	2555	2972	3371	3700
99	452	751	1086	1406	1872	2243	2561	3001	3388	3707
107	454	766	1125	1409	1873	2245	2584	3010	3390	3727
115	461	785	1127	1413	1876	2247	2590	3019	3391	3731
130	478	787	1128	1415	1877	2260	2600	3022	3402	3732
139	480	792	1144	1446	1883	2270	2628	3043	3405	3749
145	500	806	1171	1449	1911	2279	2629	3064	3407	
150	511	816	1172	1453	1919	2298	2637	3076	3433	
151	528	829	1173	1457	1936	2302	2652	3082	3439	
159	529	839	1175	1464	1938	2312	2653	3110	3467	
160	533	843	1183	1470	1954	2320	2660	3115	3469	
177	546	859	1190	1480	1956	2322	2687	3116	3475	
197	549	882	1191	1499	1968	2328	2692	3147	3481	
208	553	889	1196	1626	1989	2347	2693	3154	3484	
215	557	899	1199	1634	1993	2367	2698	3155	3485	
234	573	899	1206	1636	1996	2369	2710	3189	3516	
246	584	900	1207	1650	1998	2385	2727	3200	3523	
258	585	901	1213	1662	2006	2405	2728	3217	3542	
271	589	911	1231	1666	2017	2414	2739	3240	3556	
291	596	955	1234	1676	2027	2418	2762	3246	3563	
301	615	969	1239	1678	2028	2421	2786	3252	3573	
308	626	977	1252	1686	2072	2428	2794	3262	3576	
315	627	987	1253	1703	2077	2440	2808	3286	3580	
316	641	996	1260	1721	2079	2454	2828	3294	3586	
324	653	1013	1290	1728	2088	2457	2840	3298	3596	
349	654	1033	1299	1738	2104	2464	2877	3307	3607	

We certify the above to be a correct record of the drawing of 15th September, 1917.

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20 yards egg race—1, Dzau Sz-ming  
2, Dau Fong-shen; 3, Chow Yui  
chung. Time 20 sec.

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